Appendix H: Noise Analysis

Traffic Noise Level Estimates 7/6/2007

15m= 49 FEET 7.7688005

ROAD SEGMENT #1: Marina Blvd. (b/t SR 12 and Lotz)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	952	97	923	2	19	1	10	25	40	25	40	25	40	59.8	54.5	59.2	63.1	20	61.9
Near Term No Project	1,357	97	1,316	2	27	1	14	25	40	25	40	25	40	61.3	56.1	60.7	64.7	20	63.4
Near Term Plus Project	1,373	97	1,332	2	27	1	14	25	40	25	40	25	40	61.3	56.1	60.8	64.7	20	63.5
Cumulative No Project	1,906	97	1,849	2	38	1	19	25	40	25	40	25	40	62.8	57.6	62.2	66.2	20	64.9
Cumulative Plus Project	1,922	97	1,864	2	38	1	19	25	40	25	40	25	40	62.8	57.6	62.2	66.2	20	64.9

ROAD SEGMENT #2: Marina Blvd (b/t Pintail and SR 12)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	411	97	399	2	8	1	4	25	40	25	40	25	40	56.1	50.9	55.5	59.5	20	58.2
Near Term No Project	711	97	690	2	14	1	7	25	40	25	40	25	40	58.5	53.3	57.9	61.9	20	60.6
Near Term Plus Project	758	97	735	2	15	1	8	25	40	25	40	25	40	58.8	53.6	58.2	62.1	20	60.9
Cumulative No Project	790	97	766	2	16	1	8	25	40	25	40	25	40	58.9	53.7	58.4	62.3	20	61.1
Cumulative Plus Project	836	97	811	2	17	1	8	25	40	25	40	25	40	59.2	54.0	58.6	62.6	20	61.3

ROAD SEGMENT #3: Lawler Ranch Pkwy (b/t SR 12 and Anderson)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	420	97	407	2	8	1	4	25	40	25	40	25	40	56.2	51.0	55.6	59.6	20	58.3
Near Term No Project	466	97	452	2	9	1	5	25	40	25	40	25	40	56.7	51.4	56.1	60.0	20	58.8
Near Term Plus Project	506	97	491	2	10	1	5	25	40	25	40	25	40	57.0	51.8	56.4	60.4	20	59.1
Cumulative No Project	946	97	918	2	19	1	9	25	40	25	40	25	40	59.7	54.5	59.2	63.1	20	61.9
Cumulative Plus Project	992	97	962	2	20	1	10	25	40	25	40	25	40	59.9	54.7	59.4	63.3	20	62.1

ROAD SEGMENT #4: Fulmar Drive (b/t Petersen and Swift)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	80	97	78	2	2	1	1	25	40	25	40	25	40	49.0	43.8	48.4	52.4	20	51.1
Near Term No Project	80	97	78	2	2	1	1	25	40	25	40	25	40	49.0	43.8	48.4	52.4	20	51.1
Near Term Plus Project	241	97	234	2	5	1	2	25	40	25	40	25	40	53.8	48.6	53.2	57.2	20	55.9
Cumulative No Project	85	97	82	2	2	1	1	25	40	25	40	25	40	49.3	44.1	48.7	52.6	20	51.4
Cumulative Plus Project	254	97	246	2	5	1	3	25	40	25	40	25	40	54.0	48.8	53.4	57.4	20	56.1

ROAD SEGMENT #5: Air Base Parkway (west of Walters)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	2,204	97	2,138	2	44	1	22	45	72	45	72	45	72	70.8	62.2	65.2	72.3	30	69.2
Near Term No Project	4,006	97	3,886	2	80	1	40	45	72	45	72	45	72	73.3	64.8	67.8	74.9	30	71.8
Near Term Plus Project	4,024	97	3,903	2	80	1	40	45	72	45	72	45	72	73.4	64.8	67.8	74.9	30	71.8
Cumulative No Project	4,512	97	4,377	2	90	1	45	45	72	45	72	45	72	73.9	65.3	68.3	75.4	30	72.3
Cumulative Plus Project	4,530	97	4,394	2	91	1	45	45	72	45	72	45	72	73.9	65.3	68.3	75.4	30	72.3

ROAD SEGMENT #6: Air Base Parkway (east of Walters)

	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	2,430	97	2,357	2	49	1	24	45	72	45	72	45	72	71.2	62.6	65.6	72.7	30	69.6
Near Term No Project	4,828	97	4,683	2	97	1	48	45	72	45	72	45	72	74.2	65.6	68.6	75.7	30	72.6
Near Term Plus Project	5,106	97	4,953	2	102	1	51	45	72	45	72	45	72	74.4	65.8	68.8	75.9	30	72.8
Cumulative No Project	4,989	97	4,839	2	100	1	50	45	72	45	72	45	72	74.3	65.7	68.7	75.8	30	72.7
Cumulative Plus Project	5,267	97	5,109	2	105	1	53	45	72	45	72	45	72	74.5	66.0	69.0	76.0	30	73.0

ROAD SEGMENT #7: Tabor Avenue (east of Walters)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	29	97	28	2	1	1	0	40	64	40	64	40	64	50.5	42.6	45.9	52.3	20	51.0
Near Term No Project	319	97	309	2	6	1	3	40	64	40	64	40	64	60.9	53.0	56.3	62.7	20	61.4
Near Term Plus Project	346	97	336	2	7	1	3	40	64	40	64	40	64	61.2	53.3	56.7	63.0	20	61.8
Cumulative No Project	549	97	533	2	11	1	5	40	64	40	64	40	64	63.2	55.3	58.7	65.0	20	63.8
Cumulative Plus Project	577	97	560	2	12	1	6	40	64	40	64	40	64	63.5	55.6	58.9	65.3	20	64.0

ROAD SEGMENT #8: Bella Vista (b/t Langley and Walters)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	203	97	197	2	4	1	2	35	56	35	56	35	56	57.3	50.1	53.8	59.4	20	58.2
Near Term No Project	251	97	243	2	5	1	3	35	56	35	56	35	56	58.2	51.0	54.7	60.3	20	59.1
Near Term Plus Project	257	97	249	2	5	1	3	35	56	35	56	35	56	58.3	51.1	54.8	60.4	20	59.2
Cumulative No Project	453	97	439	2	9	1	5	35	56	35	56	35	56	60.7	53.6	57.3	62.9	20	61.7
Cumulative Plus Project	469	97	455	2	9	1	5	35	56	35	56	35	56	60.9	53.8	57.5	63.1	20	61.8

ROAD SEGMENT #9: Bella Vista Dr. (b/t Walters and Charleston)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	377	97	366	2	8	1	4	25	40	25	40	25	40	55.7	50.5	55.2	59.1	20	57.9
Near Term No Project	678	97	658	2	14	1	7	25	40	25	40	25	40	58.3	53.1	57.7	61.7	20	60.4
Near Term Plus Project	655	97	635	2	13	1	7	25	40	25	40	25	40	58.1	52.9	57.6	61.5	20	60.3
Cumulative No Project	766	97	743	2	15	1	8	25	40	25	40	25	40	58.8	53.6	58.2	62.2	20	60.9
Cumulative Plus Project	798	97	774	2	16	1	8	25	40	25	40	25	40	59.0	53.8	58.4	62.4	20	61.1

ROAD SEGMENT #10: SR 12 (b/t Emperor and Woodlark)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	2,005	97	1,945	2	40	1	20	50	80	50	80	50	80	71.7	62.5	65.2	73.0	30	69.9
Near Term No Project	2,916	97	2,829	2	58	1	29	50	80	50	80	50	80	73.3	64.1	66.8	74.6	30	71.5
Near Term Plus Project	3,109	97	3,016	2	62	1	31	50	80	50	80	50	80	73.6	64.4	67.1	74.9	30	71.8
Cumulative No Project	4,232	97	4,105	2	85	1	42	50	80	50	80	50	80	74.9	65.7	68.4	76.2	30	73.1
Cumulative Plus Project	4,464	97	4,330	2	89	1	45	50	80	50	80	50	80	75.1	66.0	68.7	76.4	30	73.3

ROAD SEGMENT #11: SR 12 (Woodlark and Walters)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,922	97	1,864	2	38	1	19	50	80	50	80	50	80	71.5	62.3	65.0	72.8	30	69.7
Near Term No Project	2,832	97	2,747	2	57	1	28	50	80	50	80	50	80	73.2	64.0	66.7	74.5	30	71.4
Near Term Plus Project	3,050	97	2,959	2	61	1	31	50	80	50	80	50	80	73.5	64.3	67.0	74.8	30	71.7
Cumulative No Project	4,254	97	4,126	2	85	1	43	50	80	50	80	50	80	74.9	65.7	68.5	76.2	30	73.1
Cumulative Plus Project	4,506	97	4,371	2	90	1	45	50	80	50	80	50	80	75.2	66.0	68.7	76.5	30	73.4

ROAD SEGMENT #12: SR 12 (east of Walters)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,223	97	1,186	2	24	1	12	50	80	50	80	50	80	69.5	60.3	63.0	70.8	30	67.7
Near Term No Project	1,392	97	1,350	2	28	1	14	50	80	50	80	50	80	70.1	60.9	63.6	71.4	30	68.3
Near Term Plus Project	1,414	97	1,372	2	28	1	14	50	80	50	80	50	80	70.1	61.0	63.7	71.4	30	68.4
Cumulative No Project	2,436	97	2,363	2	49	1	24	50	80	50	80	50	80	72.5	63.3	66.0	73.8	30	70.7
Cumulative Plus Project	2,464	97	2,390	2	49	1	25	50	80	50	80	50	80	72.6	63.4	66.1	73.8	30	70.8

ROAD SEGMENT #13: Walters Road (b/t Tabor and Air Base)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,711	97	1,660	2	34	1	17	45	72	45	72	45	72	69.7	61.1	64.1	71.2	25	68.9
Near Term No Project	2,760	97	2,677	2	55	1	28	45	72	45	72	45	72	71.7	63.2	66.2	73.2	25	71.0
Near Term Plus Project	2,979	97	2,890	2	60	1	30	45	72	45	72	45	72	72.1	63.5	66.5	73.6	25	71.4
Cumulative No Project	3,524	97	3,418	2	70	1	35	45	72	45	72	45	72	72.8	64.2	67.2	74.3	25	72.1
Cumulative Plus Project	3,821	97	3,706	2	76	1	38	45	72	45	72	45	72	73.1	64.6	67.6	74.7	25	72.4

ROAD SEGMENT #14: Walters Road (b/t Bella Vista and Tabor)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,406	97	1,364	2	28	1	14	45	72	45	72	45	72	68.8	60.2	63.2	70.3	25	68.1
Near Term No Project	2,405	97	2,333	2	48	1	24	45	72	45	72	45	72	71.1	62.6	65.6	72.6	25	70.4
Near Term Plus Project	2,692	97	2,611	2	54	1	27	45	72	45	72	45	72	71.6	63.0	66.0	73.1	25	70.9
Cumulative No Project	2,691	97	2,610	2	54	1	27	45	72	45	72	45	72	71.6	63.0	66.0	73.1	25	70.9
Cumulative Plus Project	3,053	97	2,961	2	61	1	31	45	72	45	72	45	72	72.2	63.6	66.6	73.7	25	71.5

ROAD SEGMENT #15: Walters Road (b/t Pintail and Bella Vista)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,271	97	1,233	2	25	1	13	45	72	45	72	45	72	68.4	59.8	62.8	69.9	25	67.7
Near Term No Project	2,248	97	2,181	2	45	1	22	45	72	45	72	45	72	70.8	62.3	65.3	72.3	25	70.1
Near Term Plus Project	2,511	97	2,436	2	50	1	25	45	72	45	72	45	72	71.3	62.7	65.7	72.8	25	70.6
Cumulative No Project	2,552	97	2,475	2	51	1	26	45	72	45	72	45	72	71.4	62.8	65.8	72.9	25	70.7
Cumulative Plus Project	2,962	97	2,873	2	59	1	30	45	72	45	72	45	72	72.0	63.5	66.5	73.5	25	71.3

ROAD SEGMENT #16: Walters Road (b/t Montebello and Pintail)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,238	97	1,201	2	25	1	12	45	72	45	72	45	72	68.2	59.7	62.7	69.8	25	67.5
Near Term No Project	2,212	97	2,146	2	44	1	22	45	72	45	72	45	72	70.8	62.2	65.2	72.3	25	70.1
Near Term Plus Project	2,476	97	2,402	2	50	1	25	45	72	45	72	45	72	71.3	62.7	65.7	72.8	25	70.5
Cumulative No Project	2,452	97	2,378	2	49	1	25	45	72	45	72	45	72	71.2	62.6	65.6	72.7	25	70.5
Cumulative Plus Project	2,861	97	2,775	2	57	1	29	45	72	45	72	45	72	71.9	63.3	66.3	73.4	25	71.2

ROAD SEGMENT #17: Walters Road (b/t Petersen and Montebello)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	1,328	97	1,288	2	27	1	13	45	72	45	72	45	72	68.6	60.0	63.0	70.1	25	67.8
Near Term No Project	2,340	97	2,270	2	47	1	23	45	72	45	72	45	72	71.0	62.4	65.4	72.5	25	70.3
Near Term Plus Project	2,685	97	2,604	2	54	1	27	45	72	45	72	45	72	71.6	63.0	66.0	73.1	25	70.9
Cumulative No Project	2,477	97	2,403	2	50	1	25	45	72	45	72	45	72	71.3	62.7	65.7	72.8	25	70.6
Cumulative Plus Project	2,920	97	2,832	2	58	1	29	45	72	45	72	45	72	72.0	63.4	66.4	73.5	25	71.3

ROAD SEGMENT #18: Walters Road (Potrero and SR 12)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	330	97	320	2	7	1	3	45	72	45	72	45	72	62.5	53.9	56.9	64.0	25	61.8
Near Term No Project	335	97	325	2	7	1	3	45	72	45	72	45	72	62.6	54.0	57.0	64.1	25	61.9
Near Term Plus Project	379	97	368	2	8	1	4	45	72	45	72	45	72	63.1	54.5	57.5	64.6	25	62.4
Cumulative No Project	743	97	721	2	15	1	7	45	72	45	72	45	72	66.0	57.5	60.5	67.5	25	65.3
Cumulative Plus Project	790	97	766	2	16	1	8	45	72	45	72	45	72	66.3	57.7	60.7	67.8	25	65.6

ROAD SEGMENT #19: Petersen Road (b/t Fulmar and Walters)	TOTAL # VEHICLES	VEHICLE TYPE % Auto %	Medium Truck Auto	Medium Truck %	Medium Truck MT	Heavy Truck %	Heavy Truck HT	VEHICLE SPEED Auto	k/h	MT	k/h	HT	k/h	calveno factors Auto	MT	HT	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten
Existing	80	97	78	2	2	1	1	45	72	45	72	45	72	56.4	47.8	50.8	57.9	25	55.6
Near Term No Project	80	97	78	2	2	1	1	45	72	45	72	45	72	56.4	47.8	50.8	57.9	25	55.6
Near Term Plus Project	127	97	123	2	3	1	1	45	72	45	72	45	72	58.4	49.8	52.8	59.9	25	57.7
Cumulative No Project	85	97	82	2	2	1	1	45	72	45	72	45	72	56.6	48.0	51.0	58.1	25	55.9
Cumulative Plus Project	142	97	138	2	3	1	1	45	72	45	72	45	72	58.8	50.3	53.3	60.4	25	58.1

Appendix I: Public Service and Utility Letters

Suisun City Fire Department

621 Pintail Drive
Suisun City, CA 94585
707-421-7205 Fax 707-421-7398

Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

Attn: Grant Gruber

RE: Fire Department Questionnaire

Grant,

I am sorry for the delay, our computer records software was upgraded this year and it seems to have scrambled some of the data.

1. *The Suisun City Fire Department website indicates that the department is nearly all volunteer, with the exception of a paid Fire Chief and two paid Captains. The volunteer personnel consist of a Deputy Fire Chief, two Battalion Chiefs, six Captains, three Lieutenants, and approximately twenty-two Firefighters. Please confirm the accuracy of this information. In addition, please indicate if the current staffing levels are consistent with Fire Department standards.*

The website is out of date. We currently have a paid Fire Chief and two paid Station Captains. The volunteer personnel consist of a Deputy Fire Chief, 2 Battalion Chiefs, 6 Captains, and 35 Firefighters.

The volunteers work from a single fire station located at Pintail and East Widgeon, in the center of the city. The volunteers and paid staff keep a minimum single engine company with three staffed positions on duty 24/7.

Current staffing is a result of the General fund budget. There is no standard requiring a paid staff. The plan for the department will be at least two fire stations and enough paid staff for two engine companies. This may take as much as 10 – 15 years.

2. *The Fire Department website states that the apparatus currently consists of three engines, one ladder truck, one quick attack, three command vehicles, two grass units, a utility vehicle. All of the equipment is housed at one station located at 621 Pintail Drive. Please confirm the accuracy of this information.*

The Fire Department apparatus currently consists of three type 1 engines, one type 3 ladder truck (a 65'water tower not a true ladder), one type 3 quick attack engine, two command vehicles, one type 3 wildland brush engine, one type 4 grass patrol, and a utility vehicle. All of the equipment is housed at one station located at 621 Pintail Drive.

3. Please provide the Fire Department's most recent average response time to emergency calls. Please indicate if this average response time meets the Fire Department's standards.

In the last 15 years, the city has expanded to the east and the west. Our responses to either end of the city have grown longer because of distance and traffic. In 2005 our response record included:

1652 responses inside city limits
1309 responses less than or equal to 5:00 minutes, or, 79% of responses inside city limits.
343 responses more than 5:00 minutes, or, 21% of responses inside city limits.
The fire departments goal, as well as a national standard is 90% of responses in the city with arrival times of less than or equal to 5:00 minutes.
Our 2005 performance is 79% of responses less than or equal to 5:00 minutes.

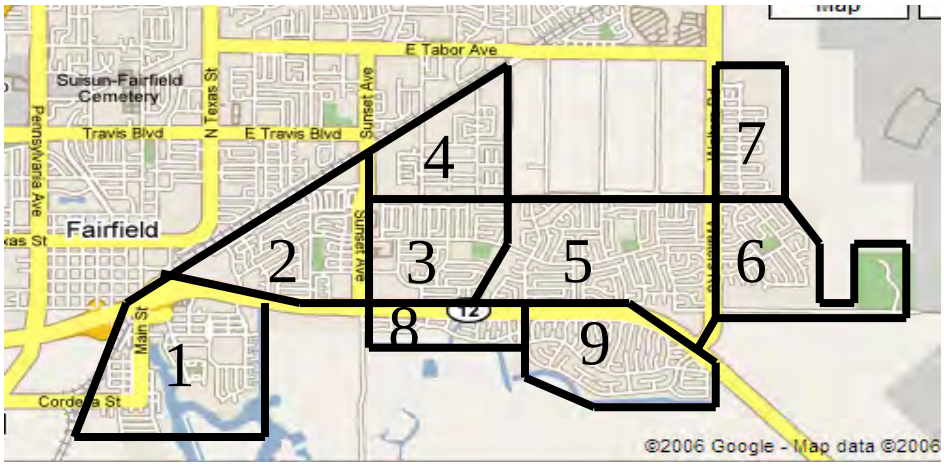
The other concern we have is the number of "Stacked Calls." Stacked calls occur when one response is dispatched before the last response is finished. In 2005, 8.2 % or 139 responses were stacked. With only one engine staffed, the department must rely on a recall of volunteers or respond an engine from a surrounding city or county district station.

Average Response Time By Zone

ZONE 1	# of incidents	215	Average Response Time	0:05:30
ZONE 2	# of incidents	247	Average Response Time	0:03:57
ZONE 3	# of incidents	448	Average Response Time	0:03:32
ZONE 4	# of incidents	132	Average Response Time	0:04:25
ZONE 5	# of incidents	321	Average Response Time	0:04:26
ZONE 6	# of incidents	105	Average Response Time	0:04:32
ZONE 7	# of incidents	36	Average Response Time	0:05:16
ZONE 8	# of incidents	42	Average Response Time	0:03:54
ZONE 9	# of incidents	106	Average Response Time	0:04:26
ZONE 101	# of incidents	44	Average Response Time	0:10:48

101 = OUT OF CITY RESPONSES

Total Responses 1696 Stacked responses 8.2%



4. *Please describe any concerns the Fire Department might have about providing fire protection or EMS services to the proposed project. This includes concerns related to response times, staffing levels, site access, etc. For any significant concerns, please describe what measures the Fire Department would recommend to reduce the potential impact.*

Fire department concerns:

- Construction & Planning
  - The department is a small volunteer department with our plans and fire prevention inspection services covered by the building official. We expect that a consultant will be needed to address concerns for fire flow, fire sprinklers and fire pumps, high rack storage concerns, and hazardous material stored on site.
  - A part time fire inspector will be needed during the construction and final approval phases.
- Access concerns, fire lanes and red curbs, fire hydrant placement and fire sprinkler connections will be addressed during the planning stage.
- We will require a fire alarm and enunciator panel accessible from the front of the building.
  - This panel will have all zones and alarm indicators labeled.
- We expect this facility and surrounding access streets will generate an increase in responses for EMS and vehicle accidents. The store location will affect our response times to the east end of the city. Help with the construction and paid staffing of a fire station will be considered. The department has increased recruiting efforts with the goal to reach the staffing levels needed for two engines on duty.

For additional information;

Michael O'Brien, Fire Chief
mobrien@suisun.com
707-421-7205

RONALD V. FORSYTHE
CHIEF OF POLICE

SUISUN CITY
POLICE DEPARTMENT

701 CIVIC CENTER BLVD.
SUISUN CITY, CA
94585-2693
FAX 707 422-8074
E-MAIL spdadmin@suisun.com

August 1, 2006

COPY

Grant Gruber, Assistant Project Manager
Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

Dear Mr. Gruber,

This letter is in response to your questionnaire regarding the proposed Wal-Mart Supercenter project and the possible impact on the Suisun City Police Department.

The Suisun City Police Department staffing consists of 24 sworn officers -- one Chief of Police, one Lieutenant, one Civilian Administrator, four Sergeants and eighteen officers. Additionally, there are six communication technicians and three Community Service Officers.

The average response times to priority one calls for service from January 2006 to July 2006 average about 2.5 minutes.

The Suisun City Police Department anticipates the proposed Wal-Mart Supercenter will have a moderate impact on the day-to-day operations of the Department, including an increase in traffic congestion, traffic collisions, shoplifting arrests, check fraud, identity theft and noise complaints associated with this retail facility. Vehicle and foot traffic would increase in and around the Fulmar Drive neighborhood. Vehicle traffic would increase on Walters Road and State Route 12 with the potential of more traffic collisions. Additionally there is the potential for increased vehicle and residential burglaries due to increased activity in the nearby commercial area. The Suisun City Police Department's current staffing level should be adequate to handle calls for service related to this proposed retail center.

Thank you for taking the time to allow us to provide input for this project. If you have any questions or concerns, feel free to contact Sergeant Bob Szmurlo at 707-421-7373.

Best Regards,

Ed W. Dadisho
Acting Chief of Police

EWD/cll

CC: Suzanne Bragdon, City Manager
Ron Anderson, Assistant City Manager
Jake Raper, Jr. Community Development Director ✓

Fairfield-Suisun Sewer District

Richard F. Luthy Jr.
General Manager/District Engineer

August 3, 2006

CO-140.20/0607

REC'D AUG 07 2006

Mr. Grant Gruber
Assistant Project Manager
Michael Brandam Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

RE: Walters Road Wal-Mart Supercenter Environmental Impact Report
Fairfield-Suisun Sewer District - Questionnaire

Dear Mr. Gruber:

The Fairfield-Suisun Sewer District is in receipt of the environmental review questionnaire for the Walters Road Wal-Mart Supercenter project. This letter addresses the sanitary sewer questions which were raised in that letter dated July 12, 2006. Your stormwater concerns will be addressed under a separate letter from the Fairfield-Suisun Sewer District's Environmental Engineer, Kevin Cullen.

The project will not adversely impact the District's ability to provide wastewater service to the project site or other portions of the service area.

If you have any questions, please give me a call.

Sincerely,

Marcie Bodeaux, P.E.
Senior Environmental Engineer

Fairfield-Suisun Sewer District

Richard F. Luthy Jr.
General Manager/District Engineer

August 1, 2006

REC'D AUG 03 2006

CO-140.20/0607

Grant Gruber
Assistant Project Manager
Michael Brandam Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

RE: Walters Road Wal-Mart Supercenter Environmental Impact Report
Fairfield-Suisun Sewer District - Questionnaire

Dear Mr. Gruber:

The Fairfield-Suisun Sewer District is in receipt of the environmental review questionnaire for the Walters Road Wal-Mart Supercenter project. This letter addresses the stormwater questions which were raised in your letter dated July 12, 2006. Your wastewater (sewer) concerns will be addressed under a separate letter from the Fairfield-Suisun Sewer District's Senior Environmental Engineer, Marcie Bodeaux.

Stormwater

3. Please indicate if the stormwater facilities that would serve the project site have adequate capacity to accommodate runoff from the project site.

The site is currently undeveloped and without storm drain facilities. The developer would be required to size onsite drainage utilities and check that downstream utilities have adequate capacity to support upstream development. These calculations would then be checked be a third party and/or the city of Suisun City.

4. Please feel free to provide any additional information related to stormwater you believe to be relevant to the proposed project.

Per the Fairfield-Suisun Urban Runoff Management Program's (Program) requirements in NPDES permit no. CA S612005 for municipal stormwater, the proposed development must comply with the terms and conditions of that permit for new development. Specifically, the development must show, at a minimum, the following hydraulic sizing criteria for treating stormwater are met or exceeded.

Treatment Bumps whose primary mode of action depends on volume capacity, such as detention/retention units or infiltration structures, shall be designed to treat stormwater runoff equal to:

1. The maximized stormwater quality capture volume for the area, based on historical rainfall records, determined using the formula and volume capture coefficients set forth in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ ASCE Manual of Practice No. 87,* (1998), pages 175-178 (e.g., approximately the 85th percentile 24-hour storm runoff event); or

2. The volume of annual runoff required to achieve 80 percent or more capture, determined in accordance with the methodology set forth in Appendix D of the *California Stormwater Best Management Practices Handbook,* (1993), or as specified in subsequent editions of this handbook, using local rainfall data.

Treatment measures whose primary mode of action depends on flow capacity, such as grassy swales, sand filters, or wetlands, shall be sized to treat:

1. 10% of the 50-year peak flow rate; or

2. The flow of runoff produced by a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or

3. The flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.

Calculations for these methods of stormwater treatment must be provided to city's Public Works Engineering Department for approval. The treatment of stormwater shall be accomplished through the implementation of site design/landscape characteristics which maximize infiltration, provide retention or detention, slow runoff, and minimize impervious land coverage, so that post-development pollutant loads from a site will be reduced to the maximum extent practicable. Methods to consider implementing in order to achieve this end result include:

- Promote infiltration by increasing permeable surfaces with unit pavers, natural stone, turf block, mulch and site layout designs
- Locate storm drain inlets within concaved vegetated areas to promote infiltration
- Route all downspouts into vegetated areas to promote infiltration
- Utilize grassy swales, bioretention basins and rain gardens to promote infiltration
- Utilize concave medians and cut curbs to promote infiltration

- Utilize extended detention basins (dry) ponds and wet ponds to mitigate downstream hydraulic impacts of increased impervious surfaces
- Cover dumpster areas and drain them to the sanitary sewer

In addition to the treatment of stormwater runoff, the developer must show the means which will be used to operate and maintain the treatment devices. The following are excerpts which have been cut from the Fairfield-Suisun Urban Runoff Management Program's permit:

> All treatment measures shall be adequately operated and maintained by complying with the process described below. Beginning one year and nine months after adoption of this Order (April 16, 2004), each Permittee shall implement a treatment measures operation and maintenance (O&M) verification program (O&M Program), which shall include the following:
>
> **i.** Verification and access assurance at a minimum shall include: where a private entity is responsible for O&M, the entity's signed statement accepting responsibility for maintenance until the responsibility is legally transferred to another entity, and access permission to the extent allowable by law for representatives of the Permittees, local vector control district, and Regional Board staff strictly for the purpose of O&M verification for the specific stormwater treatment system to the extent allowable by law; and, for all entities, either:
>
> **1.** A signed statement from the public entity assuming post-construction responsibility for treatment measure maintenance and that the treatment measure meets all local agency design standards; or
>
> **2.** Written conditions in the sales or lease agreement requiring the buyer or lessee to assume responsibility for O&M consistent with this provision, which conditions, in the case of purchase and sale agreements, shall be written to survive beyond the close of escrow; or
>
> **3.** Written text in project conditions, covenants and restrictions (CCRs) for residential properties assigning O&M responsibilities to the Home Owners Association for O&M of the treatment measures; or
>
> **4.** Any other legally enforceable agreement or mechanism that assigns responsibility for the maintenance of post-construction treatment measures.

In addition to the above requirements, the project must implement measures to control pollutants at the source. The project must implement source control measures for new development for the following activities:

A. Illegal Dumping to Storm Drain Inlets and Waterways
B. Interior Floor Drains
C. Parking Garages

D. Pesticide/Fertilizer Application
E. Pool, Spa, and Fountain Discharges
F. Food Service Equipment Cleaning
G. Refuse Areas
H. Outdoor Process Activities/Equipment
I. Outdoor Equipment/Materials Storage
J. Vehicle/Equipment Cleaning
K. Vehicle/Equipment Repair and Maintenance
L. Fuel Dispensing Areas
M. Loading Docks
N. Fire Sprinkler Test Water
O. Miscellaneous Drain or Wash Water

Please see the Program's Stormwater Requirements for Development Projects - Packet for Project Applicants for specific information relating to each of these source control requirements and examples for sizing the treatment control BMPs. Copies of this document can be found at the city's Public Works Engineering and Planning Departments.

If you have any question or concerns about the comments made on the portion of this letter pertaining to stormwater treatment and source control please contact Kevin Cullen.

Sincerely,

Kevin A. Cullen

Kevin A. Cullen, P.E.
Urban Runoff Program Manager

Pacific Gas and Electric Company

Larry Newson
Sr. New Business Rep
Service Planning

158 Peabody Road
Vacaville, CA 95687

(707)449-5821 Office
(707) 449-5762 Fax
Lfn1@PGE.Com

April 30, 2007

Dear Ms. Ave Florance
2633 Camino Ramon, Suite 460
San Ramon, California 94583

This letter is to confirm that Pacific Gas and Electric (PG&E) can supply sufficient electrical and gas service for the proposed Wal-Mart Supercenter on the corner of Walters and Petersen Road.

Sincerely,

Larry Newson
Sr. Project Manager
707-449-5821

Appendix J: Transportation, Circulation, and Parking Impact Study

Final Transportation, Circulation,
and Parking Impact Study

WAL-MART SUPERCENTER EIR
SUISUN CITY, CA

August 2007

Prepared for:
Michael Brandman Associates, Inc.
and City of Suisun City, CA

Prepared by:

Kimley-Horn and Associates, Inc.

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INTRODUCTION

Kimley-Horn and Associates, Inc. was retained by Michael Brandman Associates, Inc. to prepare a traffic study for the proposed Wal-Mart Supercenter in Suisun City, CA. Results of the traffic study will be used in the preparation of an Environmental Impact Report (EIR) to assess the impacts of the proposed development.

The Wal-Mart is proposed to be located near the intersection of Rio Vista Road (SR-12) and Walters Road. It is proposed that the existing 20.8 acre site be developed with one major retail tenant, a gas station, and a restaurant. **Figure 1** illustrates the location of the project site in relation to the City of Suisun City.

This traffic study was prepared based on discussions with, and criteria set forth by, the City of Suisun City and Caltrans. This study addresses the traffic and transportation effects of the proposed development in order to assist the project sponsor and the City in project planning and determining conditions of approval for the project.

Study Methodology

Development Conditions

The Wal-Mart traffic study was based on the following development conditions:

- **Existing conditions** – Based on current traffic counts and existing roadway geometry and traffic control.
- **Near-term traffic conditions** – Based on traffic volumes and traffic added by approved (but not yet completed developments) assumed to occur at the time the project is constructed. The scenario also includes pending projects determined by the city to have a high likelihood of being completed, as well as roadway projects to be in place at the same time the project is anticipated to be completed.
- **Near-term plus project total traffic conditions** – Based on existing traffic volumes, traffic added by approved and pending (but not yet completed developments), and traffic generated by the Wal-Mart. The scenario includes roadway projects anticipated to be in place at the same time the project is to be completed.
- **Cumulative conditions without the project** – Based on future year traffic forecasts from Solano Transportation Authority (STA).
- **Cumulative conditions plus project** – Based on STA traffic forecasts and traffic generated by the Wal-Mart project.

Operating Conditions and Criteria

Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance under significantly congested conditions. Per the City of Suisun City General Plan, LOS C is an acceptable level of traffic operation at intersections in the study area.

Based on Suisun City requirements, traffic analysis to determine level of service was completed using Traffix software at all intersections. Traffix software is based on the methodology contained in the *Highway Capacity Manual 2000*. A significant impact would occur if levels of service at the study intersections drop below the established thresholds. Mitigation may be required when traffic from the project causes the intersection to operate below acceptable levels of traffic operation.

Table 1 relates the operational characteristics associated with each level of service category for both signalized and unsignalized intersections.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

Per Caltrans' Guide for the Preparation of Traffic Impact Studies, LOS C or better is used as the criteria for satisfactory operation at intersections on state highway facilities.

Impacts are considered to be significant if the project causes LOS to fall below C. In addition, intersections currently operating less than the LOS C are expected to maintain the existing measure of effectiveness (i.e. delay per vehicle at intersections).[1]

In the City of Fairfield, LOS D or better is used as the criteria for satisfactory operation at intersections on arterial streets. A significant impact would occur if levels of service at the study intersections drop below the established thresholds.

The effects of vehicle queuing were analyzed and a significant impact was assumed to occur if the queue increases by one or more vehicles (a vehicle being 25 feet long) and the vehicle queue exceeds the turn pocket length.

The proposed project would also create a significant traffic impact if it would:

- Result in inadequate emergency access
- Result in inadequate parking capacity
- Generate pedestrian, bicycle, or transit travel demand that would not be accommodated by current pedestrian and bicycle facilities or transit service

Study Intersections Included in Analysis

The proposed project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the project, the following intersections, illustrated in **Figure 1**, were selected by the City of Suisun City for evaluation in this traffic study:

1. Rio Vista Road (SR-12) / Marina Boulevard [Caltrans]
2. Pintail Drive / Sunset Avenue [Suisun City]
3. Rio Vista Road (SR-12) / Sunset Avenue [Caltrans]
4. Pintail Drive / Emperor Drive [Suisun City]
5. Rio Vista Road (SR-12) / Emperor Drive [Caltrans]
6. Pintail Drive / Woodlark Drive [Suisun City]
7. Rio Vista Road (SR-12) / Woodlark Drive [Caltrans]
8. Pintail Drive / Fulmar Drive [Suisun City]
9. Petersen Road / Fulmar Drive [Suisun City]
10. Air Base Parkway / Walters Road [Fairfield]
11. Tabor Avenue / Walters Road [Fairfield]
12. Bella Vista Drive / Walters Road [Suisun City]
13. Pintail Drive / Walters Road [Suisun City]
14. Montebello Drive / Walters Road [Suisun City]
15. Petersen Road / Walters Road [Suisun City]
16. Main Driveway / Walters Road [Suisun City]
17. South Driveway / Walters Road [Suisun City]

[1] Caltrans, Guide for the Preparation of Traffic Impact Studies, December 2002.

18. Rio Vista Road (SR-12) / Walters Road [Suisun City]

EXISTING CONDITIONS

Existing Site Uses

The project site is currently a vacant field.

Existing Uses in Vicinity of Site

The project site is surrounded residential land uses on the north, south and west. Land immediately east of the site is vacant with much of it outside the city. Travis Air Force Base is located northeast of the project site and which serves as a major employment center.

Existing Roadway Network

Below is a description of the principal roadways included in this study.

Air Base Parkway

Air Base Parkway is a major four-lane arterial providing east-west access to I-80 and Travis Air Force Base. Air Base Parkway leads to the main access at the base. The posted speed limit on the roadway is 45 mph.

Bella Vista Drive

Bella Vista Drive is a two-lane collector roadway providing access for residential uses to Walters Road. The posted speed limit on Bella Vista Drive is 25 mph east of Walters Road and 35 mph west of Walters Road.

Emperor Drive

Emperor Drive is a two-lane collector providing north-south access for residential uses to Rio Vista Road (SR-12). The posted speed limit on the roadway is 25 mph.

Fulmar Drive

Fulmar Drive is a two-lane north-south collector providing access to and from residential uses. The posted speed limit on the roadway is 25 mph.

Lawler Ranch Parkway

Lawler Ranch Parkway is a two-lane collector providing access from residential uses to Rio Vista Road (SR-12) where it intersects with Walters Road and Emperor Drive. The posted speed limit on the roadway is 25 mph.

Marina Boulevard

Marina Boulevard is a two-lane arterial north of Rio Vista Road (SR-12) and a two-lane collector south of Rio Vista Road (SR-12). The posted speed limit is 25 mph and the roadway provides access to residential and commercial uses.

Montebello Drive

Montebello Drive is a two-lane collector roadway providing access to residential uses. The posted speed limit is 25 mph.

Petersen Road

Petersen Road is a two-lane east-west roadway with a speed limit of 45 mph providing secondary access to Travis Air Force Base.

Pintail Drive

Pintail Drive is an east-west residential collector providing access to Sunset Avenue and Walters Road. The posted speed limit on Pintail Drive is 25 mph.

Rio Vista Road (SR-12)

Rio Vista Road (State Route 12) is a four-lane divided expressway providing access to Interstate 80. A bike path runs along the north side of the east-west roadway. The posted speed limit is 50 mph.

Sunset Avenue

Sunset Avenue is a four-lane north-south arterial providing access to Rio Vista Road (SR-12) and into the City of Fairfield. The posted speed limit is 35 mph on the divided roadway.

Tabor Avenue

Tabor Avenue is a two-lane east-west arterial with a posted speed limit of 40 mph providing access to Walters Road and into the City of Fairfield.

Walters Road

Walters Road is a north-south principal arterial providing access to Air Base Parkway in the City of Fairfield and Rio Vista Road (SR-12). The divided roadway has a posted speed limit of 45 mph.

Woodlark Drive

Woodlark Drive is a north-south two-lane collector providing access to Rio Vista Road (SR-12) from residential areas. The speed limit on this roadway is 25 mph.

Existing Lane Configurations and Traffic Control

Existing intersection lane configurations and traffic controls are illustrated in **Figure 3**. Traffic signals in the study area are located at the following intersections:

- Rio Vista Road (SR-12) / Marina Boulevard
- Pintail Drive / Sunset Avenue
- Rio Vista Road (SR-12) / Sunset Avenue
- Rio Vista Road (SR-12) / Emperor Drive
- Air Base Parkway / Walters Road
- Tabor Avenue / Walters Road
- Bella Vista Drive / Walters Road
- Montebello Drive / Walters Road
- Petersen Road / Walters Road
- Rio Vista Road (SR-12) / Walters Road

Stop signs control the following study intersections:

- Pintail Drive / Emperor Drive
- Pintail Drive / Woodlark Drive
- Rio Vista Road (SR-12) / Woodlark Drive
- Pintail Drive / Fulmar Drive
- Petersen Road / Fulmar Drive
- Pintail Drive / Walters Road

The remaining two future intersections will be created as part of the Wal-Mart project to provide access to the site.

- Main Driveway / Walters Road
- South Driveway / Walters Road

Although currently not present, the main driveway is proposed to be controlled by a traffic signal and the south driveway is proposed to be controlled by a stop sign on the side street (Wal-Mart) approach.

Existing Peak Hour Turning Movement Volumes

Weekday intersection turning movement volumes were collected at project study area intersections in July 2006. Volumes were collected during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods of the weekday over a period of several days. Traffic volume data sheets are available in the **Appendix**. Because the traffic counts were not all collected on the same day, the volumes did not always balance between intersections due to typical fluctuations in daily traffic. As a result, traffic volumes at intersections were manually adjusted using a conservative approach by balancing to the higher volume between intersections on Walters Road and Rio Vista Road (SR-12).

Because most schools in the project study area were not in session in July, traffic counts did not reflect school traffic. Therefore, traffic counts were manually adjusted upward to also include the expected effects of school traffic. As part of the adjustment process, the Fairfield-Suisun Unified School District (FSUSD) was contacted to obtain current enrollment numbers and the FSUSD Attendance Area map was used to determine where the students live in relation to the schools. The "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" (*SANDAG*, April 2002) was referenced to determine the number of expected primary trips to the high schools, middle schools, and elementary schools. The school trips were added to the balanced existing turning movement volumes in the existing conditions. Adjusted existing volumes are shown in **Figure 4**.

Existing Transit Facilities

Fairfield-Suisun Transit provides bus service in Suisun City and through Fairfield.

Route 6 passes directly adjacent to the project site, connects to the Solano Mall, and provides convenient connections to other local transit routes. Route 6 principally circulates through the neighborhoods in southeast Suisun City that are located in close proximity to the proposed Wal-Mart; however, there are currently no designated bus stops adjacent to the project site. Once the site is developed, the transit district may wish to locate a stop close to the project. Transit serving the project area operates on a frequency of 30 minutes during the weekday and 60 minutes on Saturday and weekdays after 6:00 PM. Sunday service is not provided. This allows Wal-Mart customers to use transit for their shopping needs without having to drive to the site.

Existing Bicycle and Pedestrian Facilities

Near the project site, sidewalks are present on the east side of Walters Road. Sidewalks are also located throughout the residential neighborhoods immediately north and south of the project site. The location of the sidewalks allows pedestrians to reach the nearest bus stops or walk to the proposed Wal-Mart without having to walk in the

roadway except along the project frontage on Walters Road or Petersen Road where sidewalks are currently not present.

Class II bike lanes (i.e. striped bicycle lanes) are present in the study area on Walters Road. There is also a Class I bike path along the north side of Rio Vista Road (SR-12) upon which bicycles may ride.

Existing Levels of Service at Study Intersections

Traffic operations were evaluated at signalized and unsignalized intersections under existing traffic conditions. For two-way stop controlled intersections the worst approach delay and level of service are reported. As noted previously, all Suisun City intersections are to operate at a minimum level of service C, Caltrans intersections along Rio Vista Road (SR-12) are to operate at a minimum level of service C, and Fairfield intersections on Walters Road are to operate at a minimum LOS D.

Results of the analysis are presented in **Table 2**, along with the minimum jurisdictional standard for acceptable levels of service (as previously described in Operating Conditions and Criteria). Additional detail of the analysis is provided in the **Appendix**. (Results shown as bold in the table do not meet operational standards.)

According to the level of service results, all intersections currently satisfy operational standards except the intersection of Rio Vista Road (SR-12)/Marina Boulevard. This intersection currently experiences significant delay, particularly in the AM peak period.

Table 2 – Existing Levels of Service Summary

	Intersection	Criteria	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	**F**	**126.1**	**D**	**41.5**
2	Pintail Drive / Sunset Avenue	C	C	25.4	C	20.1
3	Rio Vista Road (SR-12) / Sunset Avenue	C	C	28.7	C	27.1
4	Pintail Drive / Emperor Drive	C	B	10.7	B	13.1
5	Rio Vista Road (SR-12) / Emperor Drive	C	C	24.1	C	20.1
6	Pintail Drive / Woodlark Drive	C	A	9.0	A	9.2
7	Rio Vista Road (SR-12) / Woodlark Drive	C	C	16.0	B	12.1
8	Pintail Drive / Fulmar Drive	C	A	7.7	A	7.9
9	Petersen Road / Fulmar Drive	C	A	7.0	A	6.9
10	Air Base Parkway / Walters Road	D	C	33.2	D	36.9
11	Tabor Avenue / Walters Road	D	C	21.7	B	15.5
12	Bella Vista Drive / Walters Road	C	C	21.5	B	17.6
13	Pintail Drive / Walters Road	C	C	17.2	C	29.4
14	Montebello Drive / Walters Road	C	B	18.9	B	14.3
15	Petersen Road / Walters Road	C	A	6.8	A	5.0
16	Main Driveway / Walters Road	C	A	0.2	A	9.4
17	South Driveway / Walters Road	C	A	0.0	A	0.0
18	Rio Vista Road (SR-12) / Walters Road	C	C	23.9	C	26.4

NEARBY ROADWAY AND DEVELOPMENT PROJECTS

Proposed Roadway Projects in Vicinity of Site

City-wide transportation improvements are planned for the City of Suisun City at approximately the same time as the completion of the Wal-Mart project, but there are no improvements at the study intersections. No improvements are planned for Caltrans or Fairfield intersections in the near-term.

Near-Term Lane Configurations and Traffic Control

Figure 5 illustrates the roadway geometry and traffic control planned regardless of the proposed Wal-Mart. The improvements are anticipated to be in place before or at approximately the same time as the proposed opening year of the Wal-Mart.

Approved/Pending Development Projects in Vicinity of Site

Several development projects in the vicinity of the Wal-Mart site are in various stages of planning or development. These projects will ultimately be developed roughly the same time or following the Wal-Mart. Information on nearby approved and pending projects was provided by the Cities of Suisun City and Fairfield.

All of the projects are approved for construction or are pending for approval but are not completed or fully occupied.

Approved and pending projects included in this study are listed in **Table 3** and their locations are shown in **Figure 6**.

Table 3 – Approved and Pending Development Projects

Project	Size	Location
Amberwood Homes (Blossom Manor)	28 DUs	Blossom Avenue between Railroad Ave and Sarah Way
Peterson Ranch Homes	548 DUs	Located between East Tabor Avenue and Bella Vista Drive, and between Travis Air Force Base and Walters Road
Breezewood Village Apartments	80 DUs	Located off of Worley Road between Railroad Ave. and Philip Way
McCoy Creek Mixed-Use	19 Single Family Homes 10 Live-Work Units 6.818 KSF Office	South side of Highway 12 – between McCoy Creek Way and Suisun Marsh, and between Grizzly Island Road and Crescent Elementary School
Courtyards at Sunset Homes	69 DUs	On north side of Railroad Avenue, west of Sunset Avenue
Cottonwood Creek Apartments	120 DUs	On north side of Railroad Avenue and west of Sunset Avenue
Almond Tree Place Condominiums	61 DUs	On Railroad Avenue between Humphrey and Olive
Blossom Courtyards Homes	75 DUs	Southeast corner of Blossom Avenue and Railroad Avenue
Suisun Mixed-Use Village (Hoffman Mixed-Use)	125 Single Family Homes 125 Condominiums City Park & Fire Station 60 KSF Retail 90 KSF Light Industrial	Between Highway 12 and Railroad Avenue, and west of Marina Boulevard
Stoneyard Masonry	4 KSF	Near the corner of Petersen Road and Walters Road, between the Bonfaire Market and Macedonia Church
Suisun Seafood Store	9 KSF	303 Lawler Center Drive
Main Street West Development (Project 1)	17.956 KSF Retail 16.5 KSF Office	Southeast Corner of Main Street and Solano Street
Main Street West Development (Project 2)	5.437 KSF Retail 5.142 KSF Office	Northeast Corner of Main Street and Solano Street
Goldridge Homes	1458 DUs	Peabody Road near Joseph Gerevas Drive

Table 3 – Approved and Pending Development Projects, continued

Project	Size	Location
Villages at Fairfield (1 through 4)	204 DUs 305 DUs 899 DUs 295 DUs (apartments) 79 DUs	Cement Hill Road between Clay Bank Road and Peabody Road
Homecoming Apartments	628 DUs	Cement Hill Road near Clay Bank Road
Madison Apartments	221 DUs	Near Vanden Road and Peabody Road
East Tabor Townhouses	94 DUs	East Tabor south of Clay Bank Road
Blossom Avenue Apartments	92 DUs	Blossom Road north of Railroad Avenue
DMV Project Apartments	22 DUs	Pacific Avenue
Oakmont Shopping Center Expansion	40 KSF Retail	N. Texas Street south of East Tabor Avenue
Southgate Shopping Center	17.5 KSF Retail	Pennsylvania and SR-12
Fairfield Bowl	8.5 KSF	N. Texas Street north of East Tabor Avenue
Laurel Creek Plaza	100 KSF Retail	Air Base Parkway east of Clay Bank Road
St. Gobain Glass Warehouse	1,100 KSF Light Industrial	Huntington Drive near Peabody Road
Gentry-Suisun Development	480 KSF Commercial 232 DUs	South of SR-12 at Pennsylvania

Approved/Pending Development Turning Movement Volumes

An estimate of trips generated by approved and pending projects was unavailable from the City of Suisun City for the majority of the approved and pending projects. Kimley-Horn calculated trip generation for the approved and pending projects using published rates from the Institute of Transportation Engineer's publication *Trip Generation, 7th Edition*. Traffic information, traffic forecast information and engineering judgment was used in assigning traffic at the study intersections.

Figure 7 summarizes the vehicle trips associated with the approved and pending development projects.

WAL-MART SUPERCENTER

Proposed Site Uses

It is proposed that the 200,831 square foot free-standing discount superstore (i.e. Wal-Mart Supercenter) be constructed on the site, with another 14,088 square feet of unenclosed outside space for drive through and storage areas for bagged goods, seasonal garden sales, and outside line goods. The site is also proposed to include an 8,000 square foot high-turnover (sit-down) restaurant and a gas station with 12 fueling positions.

Project Trip Generation

Trip generation for development projects is typically calculated based on rates contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation 7th Edition*. *Trip Generation* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments.

A trip is defined in *Trip Generation* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

Trip generation calculations were prepared per ITE methodology based on gross floor area of the building. This includes the sum of the floor area in square feet "including any cellars, basements, mezzanines, penthouses, corridors, lobbies, stores and offices that are within the principle outside faces of exterior walls." ITE specifies that "unroofed areas and unenclosed roofed-over spaces, except those contained within the principle out-side faces of exterior walls, should be excluded from the area calculations."

Excluding the areas does not suggest that they do not generate trips to or from the project site, rather it is a statement that the ITE methodology already incorporates these trips in the base trip generation rates reported by ITE. Adding the unroofed-over areas or unenclosed roofed-over spaces would double count trip generation contributed by those areas. Therefore, the square footage associated with the drive through, seasonal garden sales area, and other incidental outside areas was not included in the square footage calculation.

For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed development are typically estimated between the hours of 6:00-8:00 AM and 4:00-6:00 PM. While the project itself may generate more traffic during some other time of the day such as around noon, the peak of "adjacent street traffic" represents the time period when the uses generally contribute to the greatest amount of congestion, with the PM peak commonly being the greatest

congestion period and which typically triggers project mitigation. For this reason, this evaluation focused on the weekday AM and PM peaks.

The proposed 200,831 square foot retail store is most appropriately classified as Free-Standing Discount Superstore (ITE Land Use 813). This use is defined by ITE as being "…similar to the free-standing discount stores described in Land Use 815, with the exception that they also contain a full service grocery department under the same roof that shares entrances and exits with the discount store area."

Free-Standing Discount Store (Land Use 815) is characterized by ITE as being a free-standing store that offers "a variety of customer services, centralized cashiering, and a wide range of products. They typically maintain long store hours 7 days a week." The major difference between ITE Land Use 813 and Land Use 815 is that Free-Standing Discount Superstores have a full service grocery department.

According to ITE, superstores have a higher average trip rate than discount stores in the AM, and discount stores have a higher average rate than superstores in the PM. However, it should be recognized that the trip generation rates for superstores are based on a smaller data sample. Therefore, to be conservative, trip generation for the AM peak was based on ITE Land Use 813 and trip generation for the PM peak was based on ITE Land Use 815.

Trip generation was calculated based on the previous discussions and is reported in **Table 4**. Additional trip generation calculations are contained in the **Appendix**.

Table 4 – Wal-Mart Trip Generation

TIME PERIOD	LAND USE	Trip Rate			Trips		
		In	Out	Total	In	Out	Total
AM Peak	Free Standing Discount Superstore (200.831 KSF)	0.94	0.90	1.84	188	181	369
	Restaurant (8 KSF)	5.99	5.53	11.52	48	44	92
	Gasoline Station (12 pumps)	5.43	5.21	10.64	65	63	128
	Gas Station Pass-by (62%)				*(40)*	*(39)*	*(79)*
	Net New Vehicle Trips				**261**	**249**	**510**
PM Peak	Free Standing Discount Superstore (200.831 KSF)	2.53	2.53	5.06	508	508	1016
	Restaurant (8 KSF)	6.66	4.26	10.92	53	34	87
	Gasoline Station (12 pumps)	6.66	6.67	13.33	80	80	160
	Internal Capture				*(72)*	*(64)*	*(136)*
	Subtotal				**569**	**558**	**1127**
	Discount Store Pass-by (17%)				*(83)*	*(83)*	*(166)*
	Restaurant Pass-by (43%)				*(13)*	*(9)*	*(22)*
	Gas Station Pass-by (56%)				*(31)*	*(31)*	*(62)*
	Net New Vehicle Trips				**442**	**435**	**877**

Although PM peak trip generation for the discount store was conservatively based on a higher trip rate, it is likely that actual PM trip activity for the store will be lower as reported in studies documented in ITE *Trip Generation*.

Project Trip Pass-By

The Wal-Mart will create a specific number of vehicle trips; nevertheless, many of the trips will already be on the road and will likely stop as they pass by the site. These are not new vehicle trips but are considered to be pass-by trips. Pass-by trips were calculated based on data published in ITE's *Trip Generation Handbook, 2nd Edition* which principally includes only weekday PM information. To be consistent with the trip generation assumptions noted earlier for the discount store, weekday PM pass-by reductions were based on Free-Standing Discount Store (Land Use 815) (i.e., 17%). Using a weekday PM pass-by based on Land Use 815 was considered to be conservative because according to ITE, Free-Standing Discount Superstore has a higher (i.e. 28%) average weekday PM pass-by rate. Although pass-by trips are expected in the AM peak, the analysis conservatively assumed no AM pass-by would occur because data was unavailable from ITE. The following pass-by rates were used in the analysis:

<u>Discount Superstore</u>
AM Pass-by Rate – None
PM Pass-by Rate – 17%

<u>High Turnover (Sit-Down) Restaurant</u>
AM Pass-by Rate – None
PM Pass-by Rate – 43%

<u>Gasoline Station</u>
AM Pass-by Rate – 62%
PM Pass-by Rate – 56%

Internal Capture

Internal trip making occurs within multi-use elements of the Suisun Wal-Mart project site where there is a combination of retail, restaurant, and gas station uses. Therefore, Kimley-Horn calculated the potential for trips internally captured (linked) within the development between the retail, restaurant, and gas station uses. Internal capture adjustments were applied to the trip generation forecasts to account for the mixed-use nature of the project. Calculations for internal capture were prepared in accordance with the methodology and using average rates found in ITE *Trip Generation Handbook, 2nd Edition*.

Project Trip Distribution and Assignment

In preparation of the traffic distribution, Kimley-Horn reviewed the project's commercial/retail uses in proximity to the surrounding population centers and other competing commercial uses. In addition, existing traffic counts were also reviewed to

determine general proportion of traffic volumes at study intersections. Because of the nature of the development, most customers and employees to the Wal-Mart are expected to travel from locations in Suisun City. The nearby community of Fairfield already has similar retail/commercial facilities so few drivers are expected to travel from outlying areas to the Wal-Mart project. Truck trips serving the project will likely arrive from locations outside Suisun City and will use SR-12. Based on the geographic location of the project in relation to existing traffic patterns (as noted in turning movement counts), the likely employee and customer base for the site, major connections to principal arterials and freeways, and potential access limitations, a project traffic distribution was prepared as shown in **Figure 8**.

Based on the assumed trip distribution, new vehicle trips generated by the Wal-Mart were assigned to the street network as shown in **Figure 9**. It should be noted that the volumes shown in **Figure 9** are only related to the Wal-Mart project as summarized in **Table 4**. Movements not showing volumes are not assumed to have project traffic. **Figure 10** shows the pass-by trips expected at the project driveways and **Figure 11** shows the total project vehicle trips.

NEAR-TERM LOS TRAFFIC CONDITIONS

Traffic operations were evaluated under the following near-term development conditions:

- Near-Term Background Traffic Conditions
- Near-Term Total Traffic Conditions

Results of the analysis are presented in **Table 5**. Additional detail is provided in the **Appendix**. (Results shown as bold in the table do not meet operational standards.)

Table 5 – Near-Term Level of Service Summary

	Intersection	Criteria	Existing				Background Traffic				Total Traffic			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	**F**	**126.1**	**D**	**41.5**	**F**	**209.6**	**F**	**138.6**	**F**	**213.4**	**F**	**150.9**
2	Pintail Drive / Sunset Avenue	C	C	25.4	C	20.1	C	27.0	C	21.1	C	27.1	C	21.3
3	Rio Vista Road (SR-12) / Sunset Avenue	C	C	28.7	C	27.1	**E**	**56.5**	**D**	**37.7**	**E**	**58.4**	**D**	**39.6**
4	Pintail Drive / Emperor Drive	C	B	10.7	B	13.1	B	11.5	B	15.3	B	12.1	C	17.7
5	Rio Vista Road (SR-12) / Emperor Drive	C	C	24.1	C	20.1	C	33.6	C	24.9	**D**	**35.8**	C	26.6
6	Pintail Drive / Woodlark Drive	C	A	9.0	A	9.2	A	9.1	A	9.4	A	9.6	B	10.4
7	Rio Vista Road (SR-12) / Woodlark Drive	C	C	16.0	B	12.1	C	24.5	B	15.1	**D**	**26.3**	C	16.0
8	Pintail Drive / Fulmar Drive	C	A	7.7	A	7.9	A	7.8	A	8.0	A	8.1	A	8.6
9	Petersen Road / Fulmar Drive	C	A	7.0	A	6.9	A	7.1	A	6.9	A	7.4	A	7.9
10	Air Base Parkway / Walters Road	D	C	33.2	D	36.9	**F**	**117.3**	**F**	**156.7**	**F**	**142.3**	**F**	**200.1**
11	Tabor Avenue / Walters Road	D	C	21.7	B	15.5	C	23.2	C	20.2	C	23.7	C	21.6
12	Bella Vista Drive / Walters Road	C	C	22.4	B	18.8	C	25.0	C	23.3	C	25.5	C	24.5
13	Pintail Drive / Walters Road	C	C	17.2	C	29.4	**F**	**96.5**	**F**	**325.1**	**F**	**193.2**	**F**	**557.0**
14	Montebello Drive / Walters Road	C	B	18.9	B	14.3	C	20.6	B	15.1	C	21.7	B	16.1
15	Petersen Road / Walters Road	C	A	6.8	A	5.0	A	6.3	A	4.8	A	6.9	A	5.7
16	Main Driveway / Walters Road	C	A	0.2	A	9.4	A	3.1	B	11.8	B	11.2	B	17.3
17	South Driveway / Walters Road	C	A	0.0	A	0.0	B	13.1	A	0.0	B	14.2	B	13.7
18	Rio Vista Road (SR-12) / Walters Road	C	C	23.6	C	25.4	**D**	**42.5**	**E**	**62.4**	**E**	**55.3**	**F**	**94.7**

Background Level of Service Traffic Conditions

Existing traffic volumes, combined with vehicle trips expected to be generated by the approved and pending development projects, were evaluated at the study intersections and can be seen in **Figure 12**. As shown in **Table 5**, the following five study intersections do not function within acceptable standards:

- Rio Vista Road (SR-12)/Marina Boulevard
- Rio Vista Road (SR-12)/Sunset Avenue
- Air Base Parkway/Walters Road
- Pintail Drive/Walters Road
- Rio Vista Road (SR-12))/Walters Road

Intersections operating below acceptable thresholds will occur regardless of the proposed Wal-Mart project.

Total Level of Service Traffic Conditions

Total traffic conditions (i.e. background plus Wal-Mart project traffic) were evaluated at the study intersections and are shown in **Figure 13**. As shown in **Table 5**, the only additional intersections that do not function within acceptable standards due to the project traffic from the background conditions are Rio Vista Road (SR-12)/Emperor Drive and Rio Vista Road (SR-12)/Woodlark Drive.

LONG-TERM YEAR 2030 TRAFFIC

Long-Term Lane Configurations and Traffic Control

The City of Suisun City provided roadway improvements expected to be in place for the long-term analysis but there are no planned improvements at the study intersections.

Figure 14 illustrates the intersection geometry and traffic control assumed in the long-term analysis.

Year 2030 Forecast

Kimley-Horn obtained the Solano County Forecast Model travel forecast information from Solano Transportation Authority (STA). The model was used to plot bi-directional AM and PM traffic volumes on each segment of the roadways in the study area. Model output was used to compare year 2000 with year 2030 model forecasts to determine the incremental difference in traffic volumes at study intersections.

Year 2030 turning movement volumes were calculated by adding the incremental difference in bi-directional roadway segment (i.e. link) volumes to the existing 2006 link volumes, and then performing a Furness adjustment to generate future year turning movement volumes. Because the Furness process results in volume imbalances between intersections, traffic volumes were manually adjusted using a conservative approach by balancing to the higher volume between intersections.

LONG-TERM LOS TRAFFIC CONDITIONS

Traffic operations were evaluated under the following long-term development conditions:

- Cumulative (2030) Without Project Traffic Conditions
- Cumulative (2030) With Project Traffic Conditions

Results of the analysis are presented in **Table 6**. Additional detail is provided in the **Appendix**. (Results shown as bold in the table do not meet operational standards.) OVRFL means that the intersection is operating over capacity in a state of overflow.

Table 6 – Long-Term Level of Service Summary

	Intersection	Criteria	Existing				Cumulative Traffic				Cumulative + Project Traffic			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	**F**	**126.1**	**D**	**41.5**	**F**	**325.0**	**F**	**239.0**	**F**	**327.6**	**F**	**250.0**
2	Pintail Drive / Sunset Avenue	C	C	25.4	C	20.1	C	27.7	C	21.0	C	27.8	C	21.1
3	Rio Vista Road (SR-12) / Sunset Avenue	C	C	28.7	C	27.1	**F**	**146.2**	**E**	**67.1**	**F**	**148.5**	**E**	**73.7**
4	Pintail Drive / Emperor Drive	C	B	10.7	B	13.1	B	11.1	B	14.0	B	11.7	C	15.7
5	Rio Vista Road (SR-12) / Emperor Drive	C	C	24.1	C	20.1	**F**	**151.0**	**F**	**80.1**	**F**	**155.1**	**F**	**91.6**
6	Pintail Drive / Woodlark Drive	C	A	9.0	A	9.2	A	9.1	A	9.5	A	9.5	B	10.5
7	Rio Vista Road (SR-12) / Woodlark Drive	C	C	16.0	B	12.1	**F**	**157.6**	C	19.8	**F**	**179.9**	C	22.0
8	Pintail Drive / Fulmar Drive	C	A	7.7	A	7.9	A	7.8	A	8.1	A	8.1	A	8.6
9	Petersen Road / Fulmar Drive	C	A	7.0	A	6.9	A	7.0	A	6.9	A	7.4	A	7.7
10	Air Base Parkway / Walters Road	D	C	33.2	D	36.9	**F**	**282.3**	**F**	**317.5**	**F**	**293.8**	**F**	**336.2**
11	Tabor Avenue / Walters Road	D	C	21.7	B	15.5	C	30.7	C	34.6	C	31.8	D	39.7
12	Bella Vista Drive / Walters Road	C	C	22.4	B	18.8	C	26.5	C	33.9	C	27.4	**D**	**42.7**
13	Pintail Drive / Walters Road	C	C	17.2	C	29.4	**F**	**309.3**	**F**	**OVRFL**	**F**	**520.8**	**F**	**OVRFL**
14	Montebello Drive / Walters Road	C	B	18.9	B	14.3	C	22.4	B	16.1	C	24.2	B	17.8
15	Petersen Road / Walters Road	C	A	6.8	A	5.0	A	6.6	A	5.8	A	7.2	A	7.0
16	Main Driveway / Walters Road	C	A	0.2	A	9.4	A	0.3	B	12.7	B	10.9	B	16.9
17	South Driveway / Walters Road	C	A	0.0	A	0.0	A	0.0	A	0.0	C	16.2	B	14.7
18	Rio Vista Road (SR-12) / Walters Road	C	C	23.6	C	25.4	**F**	**132.2**	**E**	**66.4**	**F**	**154.3**	**F**	**93.2**

Cumulative Without Project Level of Service Traffic Conditions

Long-term cumulative traffic conditions (based on Solano County traffic forecasts) were evaluated at the study intersections and can be seen in **Figure 15**. As shown in **Table 6**, the following eight intersections do not function within acceptable standards in the cumulative condition:

- Rio Vista Road (SR-12)/Marina Boulevard
- Rio Vista Road (SR-12)/Sunset Avenue
- Rio Vista Road (SR-12)/Emperor Drive
- Rio Vista Road (SR-12)/Woodlark Drive
- Air Base Parkway/Walters Road
- Bella Vista Drive/Walters Road
- Pintail Drive/Walters Road
- Rio Vista Road (SR-12))/Walters Road

Intersections operating below acceptable thresholds under the cumulative condition will occur regardless of the proposed Wal-Mart project.

Cumulative With Project Level of Service Traffic Conditions

Long-term cumulative traffic conditions (based on Solano County traffic forecasts) plus the Wal-Mart project were evaluated at the study intersections and are shown in **Figure 16**. As shown in **Table 6**, there were no additional intersections that do not function within acceptable standards due to the project traffic from the cumulative conditions.

Vehicle Queuing

As congestion increases it is common for traffic at signals and stop signs to form lines of stopped (or queued) vehicles. Queue lengths were determined for each lane and measure the distance that vehicles will backup in each direction approaching an intersection. The 95th percentile queue is calculated by using 95th percentile traffic to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis. Average queuing is generally less. Ninety-fifth percentile queuing was checked under the various development conditions and in consideration of planned intersection and signal timing improvements. A typical vehicle length of 25 feet is used in the queuing analysis. A summary of the queuing results is included in the **Appendix**. The results indicate dedicated turn lanes where queuing may exceed their storage limits. It should be noted that some variations in intersection queuing between scenarios is a result of planned intersection and signal timing improvements.

At most locations affected by Wal-Mart the increase in vehicle queuing is less than one vehicle. However, as seen in the summary in the **Appendix**, some turn bays are exceeded under near-term and long-term projected traffic volumes associated without and with the Wal-Mart. In most cases the inadequate queue storages are not associated with the Wal-Mart but are a result of pre-existing deficiencies created by other planned development. Locations where turn queue storage is exceeded in connection with the Wal-Mart traffic are as follows:

- Rio Vista Road (SR-12)/Marina Boulevard – westbound left turn
- Rio Vista Road (SR-12)/Walters Road – eastbound left turn and southbound left and right turns
- Air Base Parkway/Walters Road – westbound left turn and northbound right turn
- Bella Vista Drive/Walters Road – southbound left turn
- Main Driveway/Walters Road – northbound left turn

The queuing deficiencies at the intersections are mainly due to the approved projects to be developed near the intersections; although the Wal-Mart project will add to the length of the queue. The proposed Wal-Mart will increase the queues at the following intersections by the amount listed:

- Rio Vista Road (SR-12)/Marina Boulevard – WB left turn: <2 vehicles
- Rio Vista Road (SR-12)/Walters Road – EB left turn: <12 vehicles, SB left turn: <3 vehicles, and SB right turn: 16 vehicles
- Air Base Parkway/Walters Road – WB left turn: 5 vehicles and NB right turn: <2 vehicles
- Bella Vista Drive/Walters Road – SB left turn: <2 vehicles
- Main Driveway/Walters Road – NB left turn: <4 vehicles

Vehicle queues that extend out of the turn pockets can interfere with through traffic movements and create a potential increase in rear-end collisions. Therefore, the project was considered to create a significant impact at locations where this condition was determined to occur. At locations where intersection signal timing functions on "split phasing" for an approach, blocking of turn pockets may not occur because all approach movements move at the same time.

Site Access and Circulation

Access to the project site occurs from four driveways:

- Peterson Road truck access
- Walters Road truck access (i.e. North Driveway)
- Walters Road / Main Driveway
- Walters Road / South Driveway

On site circulation was evaluated at the project driveways and within the project site.

The main site access to Walters Road provides two inbound and two outbound traffic lanes and is proposed to be controlled by a traffic signal. The remaining site driveways will provide single lane ingress and egress with stop signs on the driveway approaches.

Throat depths are 130 feet at the main driveway and 25-30 feet at the remaining site driveways.

An analysis of on-site queuing indicates that vehicles at the Walters Road main access may queue about seventeen feet beyond the depth of the throat during the PM peak hour and block one parking isle. (During other times of the day, the main driveway queue is not expected to exceed the 130 foot throat depth.) The blocked isle may generate minor on-site congestion but does not inhibit efficient parking lot circulation or affect travel along Walters Road.

The Walters Road south access near the gas station is right in/out and queuing is calculated to be less than one vehicle during the AM and PM peaks. However, southbound queuing at the Rio Vista Road (SR-12) / Walters Road intersection is expected to extend back to roughly the Walters Road main driveway and occasionally beyond, and thus block the south driveway near the gas station. This, in turn, will increase the south driveway queuing to more than one vehicle which may interfere with circulation at the gas station. Vehicles having difficulty exiting the site from the south driveway can use the main driveway as an alternative or wait until the Rio Vista Road (SR-12) / Walters Road traffic signal creates gaps in the southbound traffic sufficient to allow traffic to exit the site.

During the AM peak when queuing from Rio Vista Road (SR-12) / Walters Road may extend past the main driveway, operation of the driveway traffic signal may also be

affected. KEEP CLEAR signing and striping would help avoid blocking of the intersection and permit continued operation of the traffic signal.

A northbound 150 foot left turn lane is provided on Walters Road at the main driveway. A queuing evaluation of northbound left turns into the main driveway indicates that queuing is not expected to exceed the proposed 150 foot storage.

Queuing at the truck accesses will occur when tractor/trailer trucks leave the site; however, no parking drive isles will be blocked and site circulation should not be affected.

Heavy vehicles serving the Wal-Mart will use the driveway on Petersen Road or the north driveway on Walters Road. Both driveways provide convenient access to the loading docks on the east and west sides of the store and have 130 foot diameter truck turnaround areas.

Parking isles in the main parking field located south of the store are oriented toward the Wal-Mart. This alignment allows Wal-Mart shoppers to push large shopping carts from the store to their vehicles without having to pass between parked vehicles. Parking isles located west of the Wal-Mart are oriented such that shoppers must walk orthogonal to the isles between parked cars. Generally this situation should be avoided but because of the physical shape of the site, changing the orientation would interfere with efficient use of the site. Furthermore, employees are most likely to occupy the spaces in this area; therefore, altering the orientation of the parking isles is not warranted.

Parking stalls shown on the site plan are typically 9 feet wide and 18 feet deep with 25 foot wide parking isles. According to *The Dimensions of Parking 4th Edition*, published by the Urban Land Institute, 24 feet is typically needed to negotiate a movement similar to backing out of a parking stall. ITE *Traffic Engineering Handbook, 5th Edition* recommends 21 feet to 26 feet depending on the size of the passenger vehicle. ITE further recommends that stalls be 9 feet wide and 17.5 feet deep to accommodate high turnover retail uses. Parking proposed on the site plan meets or exceeds the industry recommended standards.

Sight distances generally appear to be adequate; however, because of the skewed alignment of some parking isles connecting to on-site circulation roadways, it is essential that landscaping in islands not interfere with adequate sight distances. Emergency access and other circulation factors appear to be adequate.

TRAFFIC SIGNAL WARRANTS

For this study, data was available for the AM and PM peak hour periods; therefore, Kimley-Horn checked the traffic volumes at the unsignalized intersections against the peak hour warrant in the 2000 *Manual on Uniform Traffic Control Devices* (MUTCD).

The criteria for Warrant #3 are met when traffic volumes on the major and minor approaches exceed specified thresholds for at least one hour of the day. The warrant applies to traffic conditions during a one hour peak that are sufficiently high such that minor street traffic experiences excessive delay in entering and crossing the street. Warrants were evaluated in the existing, near and long-term scenarios.

Pintail Drive/Emperor Drive

Results of the analysis indicate that Traffic Signal Warrant #3 – Peak Hour Volume Warrant will be satisfied at Pintail Drive/Emperor Drive in the near-term plus project condition. However, because the level of service is acceptable under all scenarios, a traffic signal is not warranted or recommended.

A copy of the warrant analysis summary is included in the **Appendix**.

Pintail Drive/Woodlark Drive

Traffic Signal Warrant #3 will not be satisfied under any condition at the Pintail Drive/Woodlark Drive intersection regardless of the addition of the Wal-Mart Supercenter.

A copy of the warrant analysis summary is included in the **Appendix**.

Rio Vista Road (SR-12)/Woodlark Drive

Traffic Signal Warrant #3 is warranted in the existing condition, regardless of the Wal-Mart project; therefore, a traffic signal is warranted based on peak hour volumes. However, because the level of service is acceptable under all scenarios, a traffic signal is not recommended.

A copy of the warrant analysis summary is included in the **Appendix**.

Pintail Drive/Fulmar Drive

Traffic Signal Warrant #3 will not be satisfied at the Pintail Drive/Fulmar Drive intersection under any condition regardless of the addition of the Wal-Mart Supercenter.

A copy of the warrant analysis summary is included in the **Appendix**.

Petersen Road/Fulmar Drive

Traffic Signal Warrant #3 will not be satisfied at the Petersen Road/Fulmar Drive intersection under any condition regardless of the addition of the Wal-Mart Supercenter.

A copy of the warrant analysis summary is included in the **Appendix**.

Pintail Drive/Walters Road

Traffic Signal Warrant #3 is satisfied at the Pintail Drive/Walters Road intersection in the existing condition based on peak hour volumes, regardless of the Wal-Mart project. The addition of Wal-Mart traffic will add to the need for a signal but will not trigger the peak hour warrant. Because the signal is already warranted as a result of existing development, costs for the installation of a traffic signal would typically be the responsibility of existing development or the city. (For reference, Wal-Mart traffic represents fifteen percent of the overall near-term traffic at the intersection.)

A copy of the warrant analysis summary is included in the **Appendix**.

South Project Driveway/Walters Road

Traffic Signal Warrant #3 will not be satisfied at the South Project Driveway/Walters Road intersection under any condition regardless of the addition of the Wal-Mart Supercenter project.

A copy of the warrant analysis summary is included in the **Appendix**.

MULTIMODAL CONNECTIONS

The project was evaluated to determine if it would generate pedestrian, bicycle, or transit travel demand that would not be accommodated by facilities and plans.

According to the site plan, the project will construct sidewalks along the site frontage and other walkways around the retail buildings for pedestrian movements. The site plan also shows designated crossing areas from the Wal-Mart to the parking lot to alert drivers of the potential of crossing pedestrians. Designated crossing areas are also provided around the Parcel B restaurant where a pedestrian connection is made to the sidewalk along Peterson Road. Sidewalks and walkways enhance pedestrian access and movements along public streets near the project and on the site.

The proposed site plan, however, does not indicate improvements for a transit stop adjacent to the project. Thus, pedestrians would be required to walk to transit stops more than a quarter mile away in order to ride the bus. This appears to be a significant impact.

Other than bicycle amenities such as bicycle racks assumed to be provided at the retail site, no additional bikeway facilities are identified on the site plan or appear to be warranted for inclusion on streets in the vicinity of the site. Bicyclists can ride the Class II bikeway provided along Walters Road or on the Class 1 bikeway along the north side of Rio Vista Road (SR-12). Within the neighborhoods where traffic volumes are much lower, bicyclists can ride in the mixed-use traffic lanes.

Patrons to the Wal-Mart Supercenter have the option of driving, taking transit, walking or bicycling. For those taking transit they can reach the site via Route 6 of the Fairfield-Suisun Transit System which operates buses traveling in both directions along the designated route in the adjacent neighborhoods.

According to the 2000 U.S. Census, 2.6 percent of Suisun City residents use public transportation to travel to work. This typically represents the highest level of transit ridership during the day, with other periods being lower such as when shoppers commonly travel to the store. If it is conservatively assumed that 2.6 percent of customers will use transit during the peak hours of the day, it represents approximately 12 passengers in the weekday AM and 22 in the weekday PM peak periods.

Data was not readily available regarding peak hour ridership levels on the Fairfield-Suisun Transit System during the weekday periods; although observations indicate that sufficient capacity exists on Route 6 to accommodate the potential additional transit demand. Furthermore, dispersion of the project-generated riders to the two directions of the bus route would result in minimal effect on transit capacity. Thus the project impact on transit service is determined to be less than significant.

Most pedestrians and cyclists will originate their trips from the neighborhoods in close proximity to the project. The 2000 Census data suggests that 1.0 percent of customers or workers could walk and 1.4 percent could bicycle or uses other means to reach to the project site. Thus, the project impact on pedestrian and bicycle facilities is also determined to be less than significant.

SUMMARY OF IMPACTS AND RECOMMENDED MITIGATION

Based on the results of the traffic analysis and evaluation of the proposed site plan the following impacts are noted. Impacts are identified as being significant unless mitigated.

Significant Unless Mitigated

Impact #1 – Near-Term
The Rio Vista Road (SR-12)/Marina Boulevard intersection will operate at LOS F during the AM and PM peak hours under the near-term traffic condition and will experience slight increases in delay due to the Wal-Mart.

Mitigation #1

The northbound/southbound phasing should be changed to protected (from split) in the near-term. Level of service F is expected when installed. Mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the change in signal timing.

Impact #2 – Near-Term

The Rio Vista Road (SR-12)/Marina Boulevard intersection will have a westbound left turn queue that extends past the turn pocket in the near-term regardless of the Wal-Mart. The addition of project traffic in the total traffic condition will further exacerbate the queuing deficiency at this intersection.

Mitigation #2

The existing westbound left turn pocket should be extended to 425 feet. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute 15 percent of the costs for the extension of the turn pocket based on Caltrans methodology for calculating equitable share.

Impact #3 – Near-Term

The Rio Vista Road (SR-12)/Sunset Avenue intersection will operate at LOS D during the AM peak hour under the near-term traffic condition and will experience slight increases in delay due to the Wal-Mart.

Mitigation #3

The northbound through lane should be re-striped to a left-shared-through lane in the near-term. The eastbound right turn lane should be restriped to a through-shared-right lane which will turn into the drop right turn lane at Rio Vista Road (SR-12)/Lawler Center Drive. The striping for the drop lane at Lawler Center Drive should be a dashed line for the first 270 feet (instead of the solid line that currently exists) and the remaining 270 feet should be a solid line. The changes will bring the level of service back to the same level of operation without the proposed project, thus mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the change in signal timing and re-striping.

Impact #4 – Near-Term

The Rio Vista Road (SR-12)/Emperor Drive intersection will operate at LOS D during the AM peak hour under the near-term plus project traffic condition.

Mitigation #4

The westbound right turn lane should be restriped to a westbound through-shared-right lane. The westbound through lane will have to be tapered back into two lanes west of the intersection per Caltrans design standards. Level of

service C is expected when installed. Mitigation will reduce the impact to less than significant. Because the addition of the Wal-Mart causes the poor operation of the intersection, the project should pay for all of the costs for the design and construction of the additional lane.

Impact #5 – Near-Term
The southbound approach of the Rio Vista Road (SR-12)/Woodlark Drive intersection will operate at LOS D during the AM peak hour under the near-term plus project traffic condition.

Mitigation #5
A westbound auxiliary lane on Rio Vista Road (SR-12) should be installed for the southbound traffic turning right onto SR-12 west to the Rio Vista Road (SR-12)/Emperor Drive intersection. Level of service C is expected when installed. Mitigation will reduce the impact to less than significant. Because the addition of the Wal-Mart causes the poor operation of the southbound approach of the intersection, the project should pay for all of the costs for the design and construction of the auxiliary lane.

Impact #6 – Near-Term
The Air Base Parkway/Walters Road intersection will operate at LOS F during the AM and PM peak hours under the near-term traffic condition and will experience slight increases in delay due to the Wal-Mart.

Mitigation #6
The existing northbound through lane should be restriped to a through-shared-right lane. The changes will bring the level of service back to the same level of operation without the proposed project, thus mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the restriping.

Impact #7 – Near-Term
The Air Base Parkway/Walters Road intersection will have a westbound left turn queue that extends past the turn pocket in the near-term regardless of the Wal-Mart. The addition of project traffic in the total traffic condition will further exacerbate the queuing deficiency at this intersection.

Mitigation #7
The signal timing should be optimized to provide more time to the westbound left turn movement. Also, the existing westbound left turn pocket should be extended to 750 feet. Mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the signal timing changes and extension of turn bays.

Impact #8 – Near-Term
The Bella Vista Drive/Walters Road intersection will have a southbound left turn queue that extends past the turn pocket in the near-term regardless of the Wal-Mart project. The addition of project traffic in the total traffic condition will further exacerbate the queuing deficiency at this intersection.

> **Mitigation #8**
> The existing southbound left turn pocket should be extended 100 feet to a total length of 200 feet. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute 86 percent of the costs for the extension of the turn pocket based on Caltrans methodology for calculating equitable share.

Impact #9 – Near-Term
The Pintail Drive/Walters Road intersection will operate at LOS F during the AM and PM peak hours under the near-term traffic condition and will experience slight increases in delay due to the Wal-Mart. A traffic signal is warranted based on the existing condition.

> **Mitigation #9**
> A traffic signal should be installed in the near-term that includes vehicle and pedestrian signals with placement of the signal indications where they can be clearly seen by approaching vehicles as well as OPTICOM signal pre-emption. Level of service B or better is expected when installed. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute 15 percent of the costs for design and construction of the signal based on Caltrans methodology for calculating equitable share.

Impact #10 – Near-Term
The Main Driveway/Walters Road intersection will have a northbound left turn queue that extends 50 feet past the turn pocket in the near-term with the Wal-Mart.

> **Mitigation #10**
> The existing northbound left turn pocket should be extended 50 feet to a total length of 200 feet. Mitigation will reduce the impact to less than significant. Because the deficiency is a result of the Wal-Mart, it should pay for all of the costs for the extension of the turn pocket.

Impact #11 – Near-Term
The Rio Vista Road (SR-12)/Walters Road intersection will respectively operate at LOS D and E during the AM and PM peak hours under the near-term traffic condition and will experience increases in delay due to the Wal-Mart.

Mitigation #11

The northbound/southbound phasing should be changed to split (from permitted) in the near-term and a second southbound right turn bay should be installed. Level of service D or better is expected when installed. Mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the change to the signal timing and additional lane.

Impact #12 – Near-Term

The Rio Vista Road (SR-12)/Walters Road intersection will have eastbound left turn and southbound left turn queues that extend past the turn pocket in the near-term regardless of the Wal-Mart. The addition of project traffic in the total traffic condition will further exacerbate the queuing deficiency at this intersection.

Mitigation #12

Construct an additional eastbound left turn (for a triple eastbound left) at the intersection. Construct an additional northbound through lane on Walters Road between SR-12 and Petersen Drive.

The existing southbound left turn pocket should be extended to 250 feet and the existing eastbound left turn pocket should be extended to 650 feet. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute 17 percent of the costs for the additional lane and extension of turn pockets based on Caltrans methodology for calculating equitable share.

Impact #13 – Long-Term

The Rio Vista Road (SR-12)/Emperor Drive intersection will operate at LOS F during the AM and PM peak hours under the long-term traffic condition and will experience increases in delay due to the Wal-Mart.

Mitigation #13

The northbound/southbound phasing to should be changed to split (from permitted) in the long-term. The northbound through lane should be re-striped to a left-shared-through lane in the long-term. Level of service F and E are expected when installed. Mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the change in signal timing and re-striping.

Impact #14 – Long Term

The Air Base Parkway/Walters Road intersection will operate at LOS F during the AM and PM peak hours under the long-term traffic condition and will experience slight increases in delay due to the Wal-Mart.

Mitigation #14

A second northbound free right turn lane should be installed in the long-term. The northbound to eastbound turn lane should start at the Walters Court intersection, pass through the Air Base Parkway/Walters Road intersection, and transition back into the eastbound Air Base Parkway 1,500 feet past the intersection. Level of service F is expected when installed. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute four percent of the costs for the additional lane based on Caltrans methodology for calculating equitable share.

Impact #15 – Long-Term

The Bella Vista Drive/Walters Road intersection will operate at LOS D during the PM peak hour under the long-term plus project traffic condition.

Mitigation #15

The signal timing should be optimized in the long-term. Level of service C is expected when implemented. Mitigation will reduce the impact to less than significant. Because the addition of the Wal-Mart causes the poor operation of the southbound approach of the intersection, the project should pay for all of the costs for the change in signal timing.

Impact #16 – Long-Term

The Rio Vista Road (SR-12)/Walters Road intersection will operate at LOS F and E during the AM and PM peak hours under the long-term traffic condition and will experience slight increases in delay due to the Wal-Mart.

Mitigation #16

In addition to Mitigations #11 and 12, the northbound approach should be re-striped to two left turn lanes, one through lane, and one right turn lane (from one left, one through, and one right turn lane) in the long-term. Level of service F and E are expected when installed. Mitigation will reduce the impact to less than significant. Because only the effect of the Wal-Mart is being mitigated, the Wal-Mart should pay for all of the costs for the re-striping.

Tables 7 and **8** show the level of service summary for the near-term and cumulative scenarios with the mitigations incorporated. The queuing summary with the mitigations incorporated can be seen in the **Appendix**.

Table 7 – Near-Term Mitigated Level of Service Summary

	Intersection	Criteria	Background Traffic				Total Traffic				Mitigated (Total Traffic)			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	**F**	**209.6**	**F**	**138.6**	**F**	**213.4**	**F**	**150.9**	**F**	**194.6**	**F**	**103.1**
2	Pintail Drive / Sunset Avenue	C	C	27.0	C	21.1	C	27.1	C	21.3	C	26.8	C	21.2
3	Rio Vista Road (SR-12) / Sunset Avenue	C	**E**	**56.5**	**D**	**37.7**	**E**	**58.4**	**D**	**39.6**	**D**	**54.1**	C	33.8
4	Pintail Drive / Emperor Drive	C	B	11.5	B	15.3	B	12.1	C	17.7	B	11.7	C	15.9
5	Rio Vista Road (SR-12) / Emperor Drive	C	C	33.6	C	24.9	**D**	**35.8**	C	26.6	C	25.3	C	24.3
6	Pintail Drive / Woodlark Drive	C	A	9.1	A	9.4	A	9.6	B	10.4	A	9.6	B	10.4
7	Rio Vista Road (SR-12) / Woodlark Drive	C	C	24.5	B	15.1	**D**	**26.3**	C	16.0	C	15.9	B	12.4
8	Pintail Drive / Fulmar Drive	C	A	7.8	A	8.0	A	8.1	A	8.6	A	8.1	A	8.6
9	Petersen Road / Fulmar Drive	C	A	7.1	A	6.9	A	7.4	A	7.9	A	7.4	A	7.9
10	Air Base Parkway / Walters Road	D	**F**	**117.3**	**F**	**156.7**	**F**	**142.3**	**F**	**200.1**	**E**	**72.0**	**F**	**124.7**
11	Tabor Avenue / Walters Road	D	C	23.2	C	20.2	C	23.7	C	21.6	C	23.7	C	21.7
12	Bella Vista Drive / Walters Road	C	C	25.0	C	23.3	C	25.5	C	24.5	C	25.5	C	24.4
13	Pintail Drive / Walters Road	C	**F**	**96.5**	**F**	**325.1**	**F**	**193.2**	**F**	**557.0**	B	10.0	B	10.8
14	Montebello Drive / Walters Road	C	C	20.6	B	15.1	C	21.7	B	16.1	C	21.7	B	15.7
15	Petersen Road / Walters Road	C	A	6.3	A	4.8	A	6.9	A	5.7	A	6.9	A	5.7
16	Main Driveway / Walters Road	C	A	3.1	B	11.8	B	11.2	B	17.3	A	9.1	B	16.6
17	South Driveway / Walters Road	C	B	13.1	A	0.0	B	14.2	B	13.7	B	14.0	B	13.6
18	Rio Vista Road (SR-12) / Walters Road	C	**D**	**42.5**	**E**	**62.4**	**E**	**55.3**	**F**	**94.7**	**D**	**36.1**	**D**	**38.0**

Table 8 – Cumulative Mitigated Level of Service Summary

	Intersection	Criteria	Cumulative Traffic				Cumulative + Project Traffic				Mitigated (Cum+Proj Traffic)			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	**F**	**325.0**	**F**	**239.0**	**F**	**327.6**	**F**	**250.5**	**F**	**307.2**	**F**	**178.9**
2	Pintail Drive / Sunset Avenue	C	C	27.7	C	21.0	C	27.8	C	21.1	C	27.8	C	21.1
3	Rio Vista Road (SR-12) / Sunset Avenue	C	**F**	**146.2**	**E**	**67.1**	**F**	**148.3**	**E**	**74.2**	**F**	**143.6**	**D**	**44.9**
4	Pintail Drive / Emperor Drive	C	B	11.1	B	14.0	B	11.7	C	15.9	B	11.7	C	15.9
5	Rio Vista Road (SR-12) / Emperor Drive	C	**F**	**151.0**	**F**	**80.1**	**F**	**155.0**	**F**	**92.3**	**F**	**115.3**	**E**	**77.6**
6	Pintail Drive / Woodlark Drive	C	A	9.1	A	9.5	A	9.5	B	10.5	A	9.5	B	10.5
7	Rio Vista Road (SR-12) / Woodlark Drive	C	**F**	**157.6**	C	19.8	**F**	**179.9**	C	22.1	**D**	**33.3**	B	14.7
8	Pintail Drive / Fulmar Drive	C	A	7.8	A	8.1	A	8.0	A	8.6	A	8.0	A	8.6
9	Petersen Road / Fulmar Drive	C	A	7.0	A	6.9	A	7.4	A	7.8	A	7.4	A	7.8
10	Air Base Parkway / Walters Road	D	**F**	**282.3**	**F**	**317.5**	**F**	**293.7**	**F**	**337.2**	**F**	**276.5**	**F**	**302.8**
11	Tabor Avenue / Walters Road	D	C	30.7	C	34.6	C	31.8	D	40.1	C	31.8	D	40.1
12	Bella Vista Drive / Walters Road	C	C	26.5	C	33.9	C	27.4	**D**	**43.8**	C	27.4	C	34.4
13	Pintail Drive / Walters Road	C	**F**	**309.3**	**F**	**OVRFL**	**F**	**518.6**	**F**	**OVRFL**	A	9.4	B	13.1
14	Montebello Drive / Walters Road	C	C	22.4	B	16.1	C	24.2	B	17.9	C	24.2	B	17.9
15	Petersen Road / Walters Road	C	A	6.6	A	5.8	A	7.2	A	7.1	A	7.2	A	7.1
16	Main Driveway / Walters Road	C	A	0.3	B	12.7	A	8.7	B	16.7	A	8.7	B	16.7
17	South Driveway / Walters Road	C	A	0.0	A	0.0	C	16.0	B	14.8	C	16.0	B	14.8
18	Rio Vista Road (SR-12) / Walters Road	C	**F**	**132.2**	**E**	**66.4**	**F**	**152.6**	**F**	**94.6**	**F**	**94.2**	**D**	**43.6**

APPENDIX

APPENDIX

FIGURES

TURNING MOVEMENT VOLUMES

EXISTING CONDITIONS

PROJECT TRIP GENERATION

NEAR-TERM TRAFFIC CONDITIONS

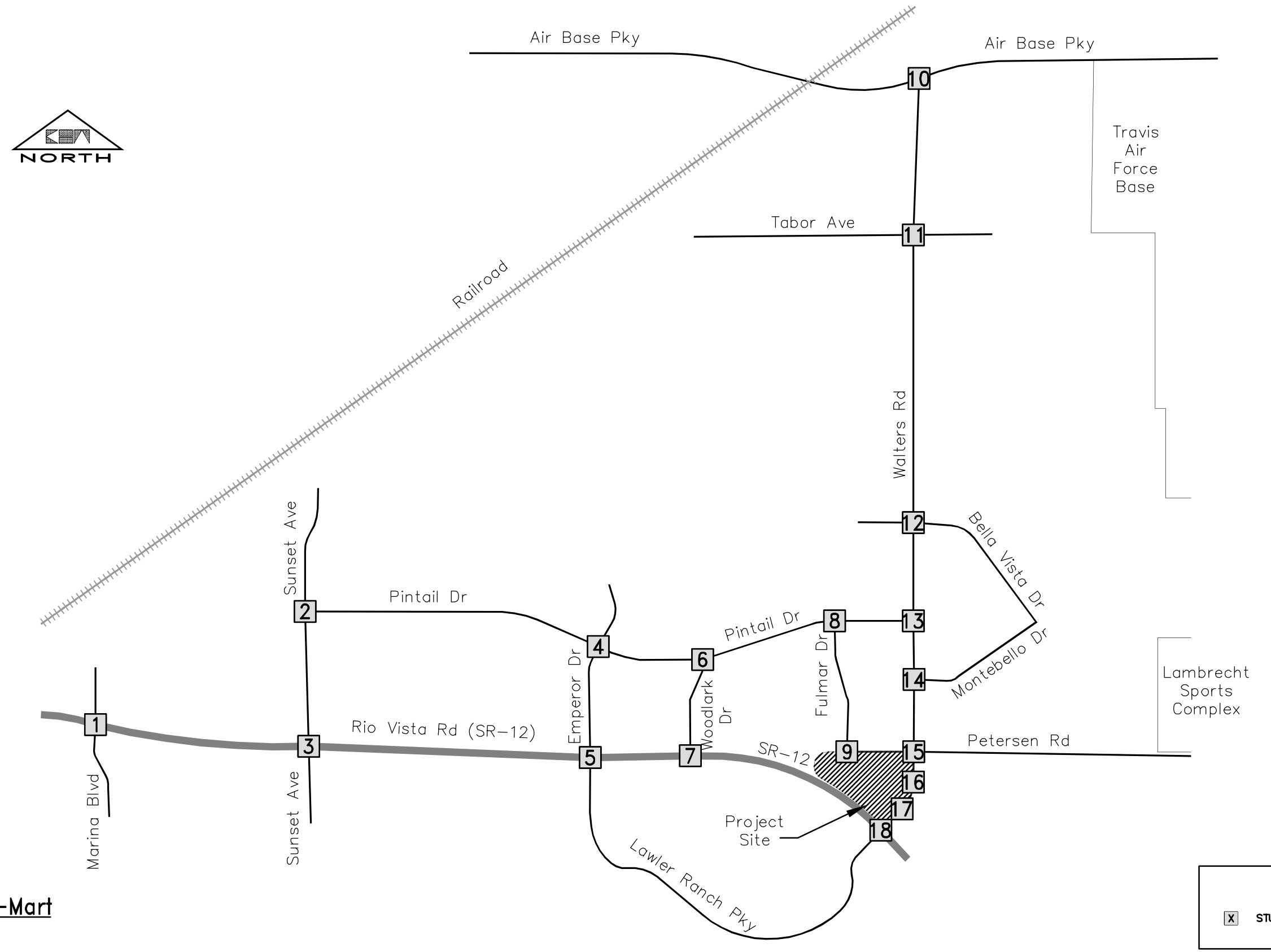
NEAR TERM + PROJECT TRAFFIC CONDITIONS

CUMULATIVE TRAFFIC CONDITIONS

CUMULATIVE + PROJECT TRAFFIC CONDITIONS

SIGNAL WARRANT ANALYSIS

QUEUING SUMMARY



LEGEND

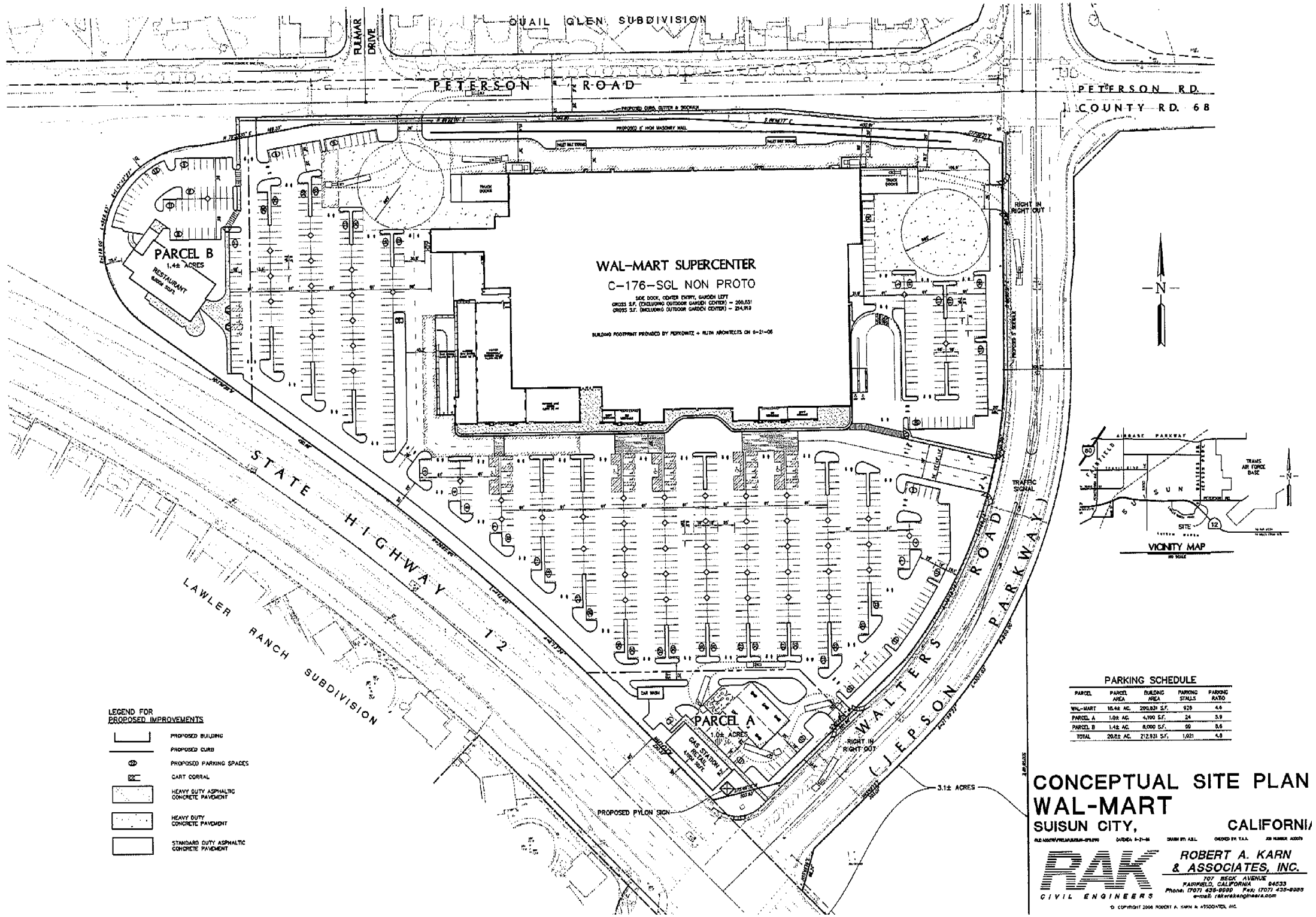
X STUDY AREA INTERSECTIONS

Suisun City Wal-Mart

PROJECT LOCATION & STUDY INTERSECTIONS

FIGURE 1

Kimley-Horn and Associates, Inc.



PARKING SCHEDULE

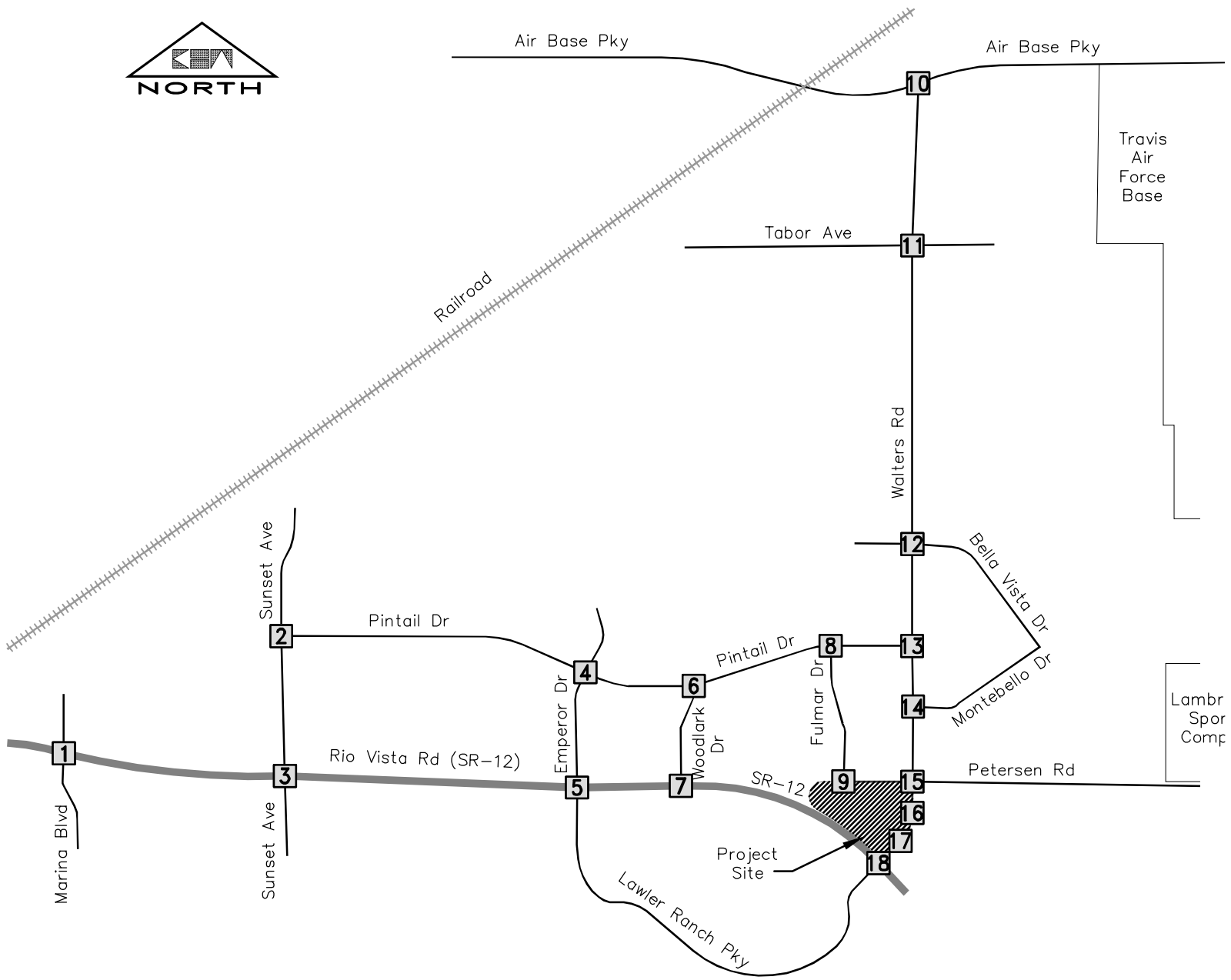
PARCEL	PARCEL AREA	BUILDING AREA	PARKING STALLS	PARKING RATIO
WAL-MART	18.4± AC.	200,931 S.F.	920	4.6
PARCEL A	1.0± AC.	4,190 S.F.	24	5.9
PARCEL B	1.4± AC.	8,000 S.F.	69	8.6
TOTAL	20.8± AC.	212,931 S.F.	1,021	4.8

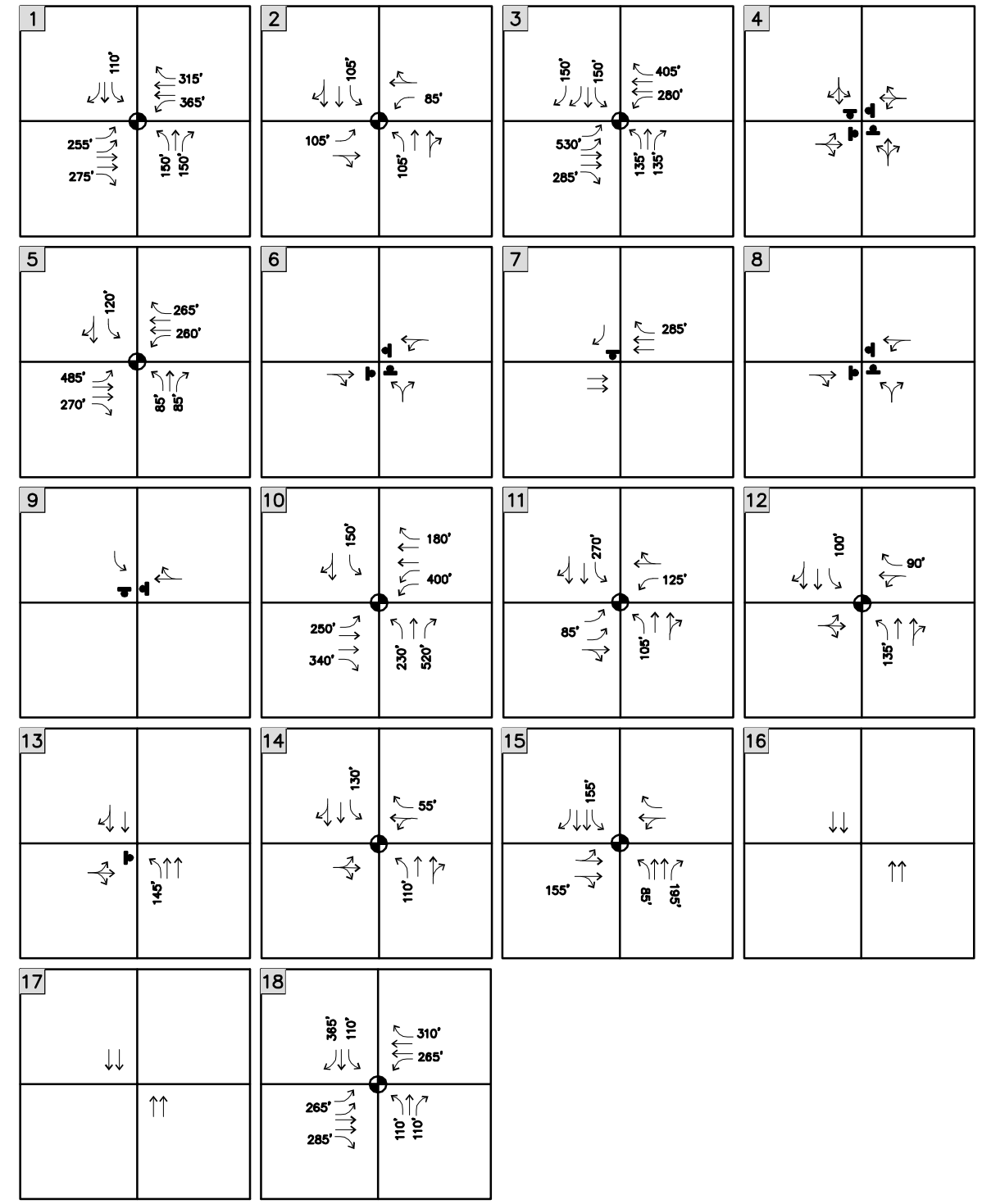
Suisun City Wal-Mart

SITE PLAN

FIGURE 2

Kimley-Horn and Associates, Inc.





LEGEND

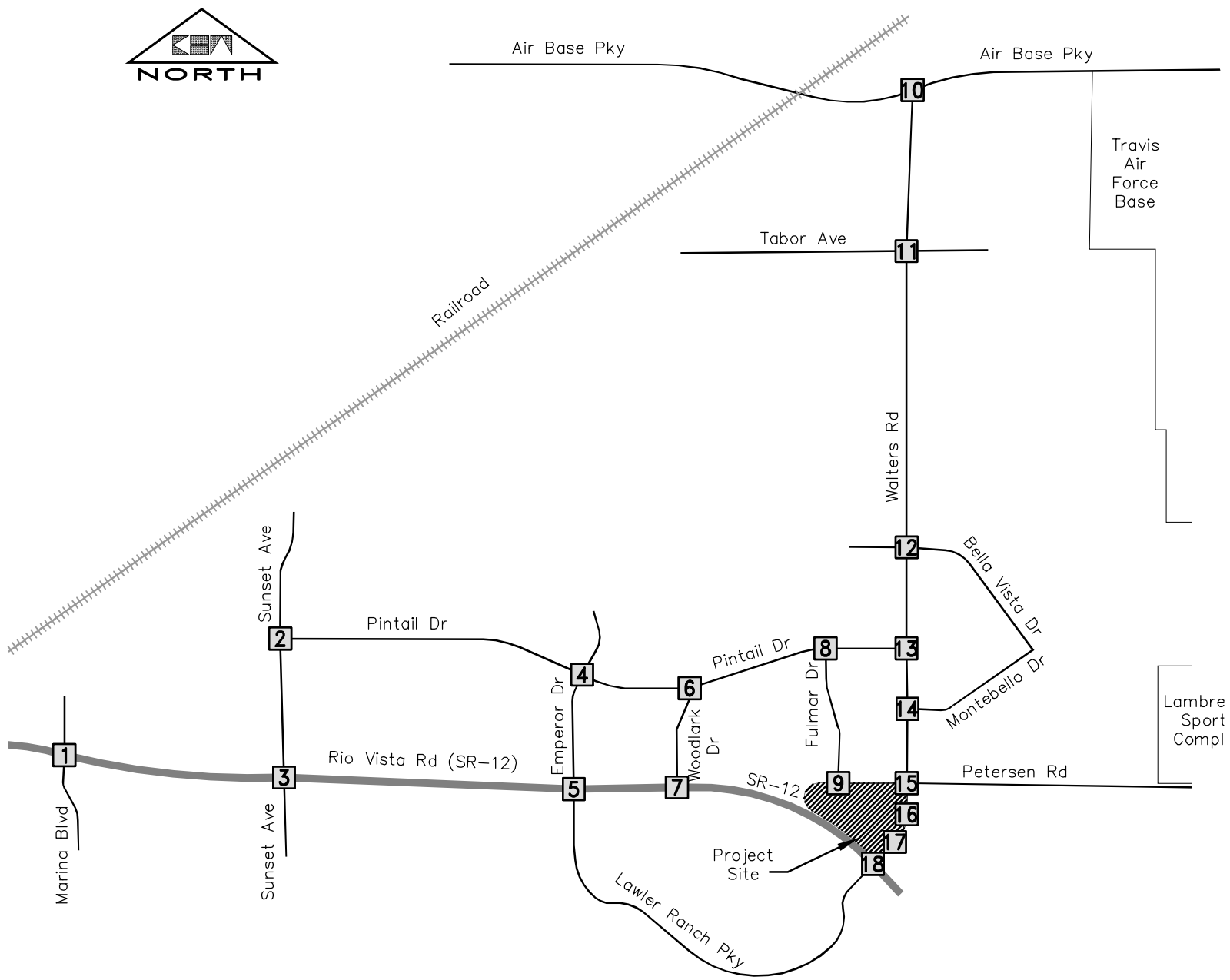
X	STUDY AREA INTERSECTIONS
	TRAFFIC SIGNAL
	STOP SIGN
XX'	STORAGE LENGTH

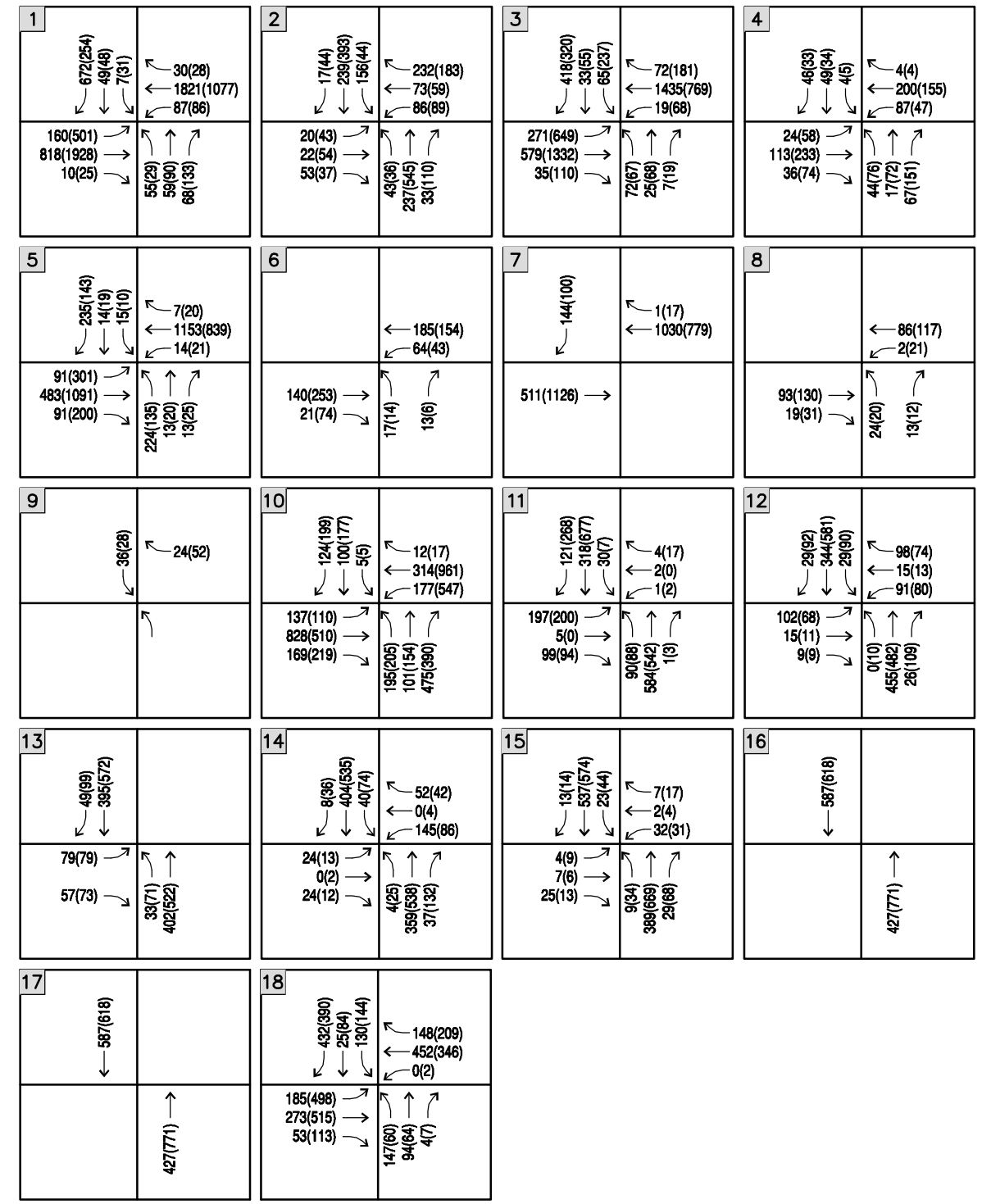
Suisun City Wal-Mart

EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 3

Kimley-Horn and Associates, Inc.





LEGEND

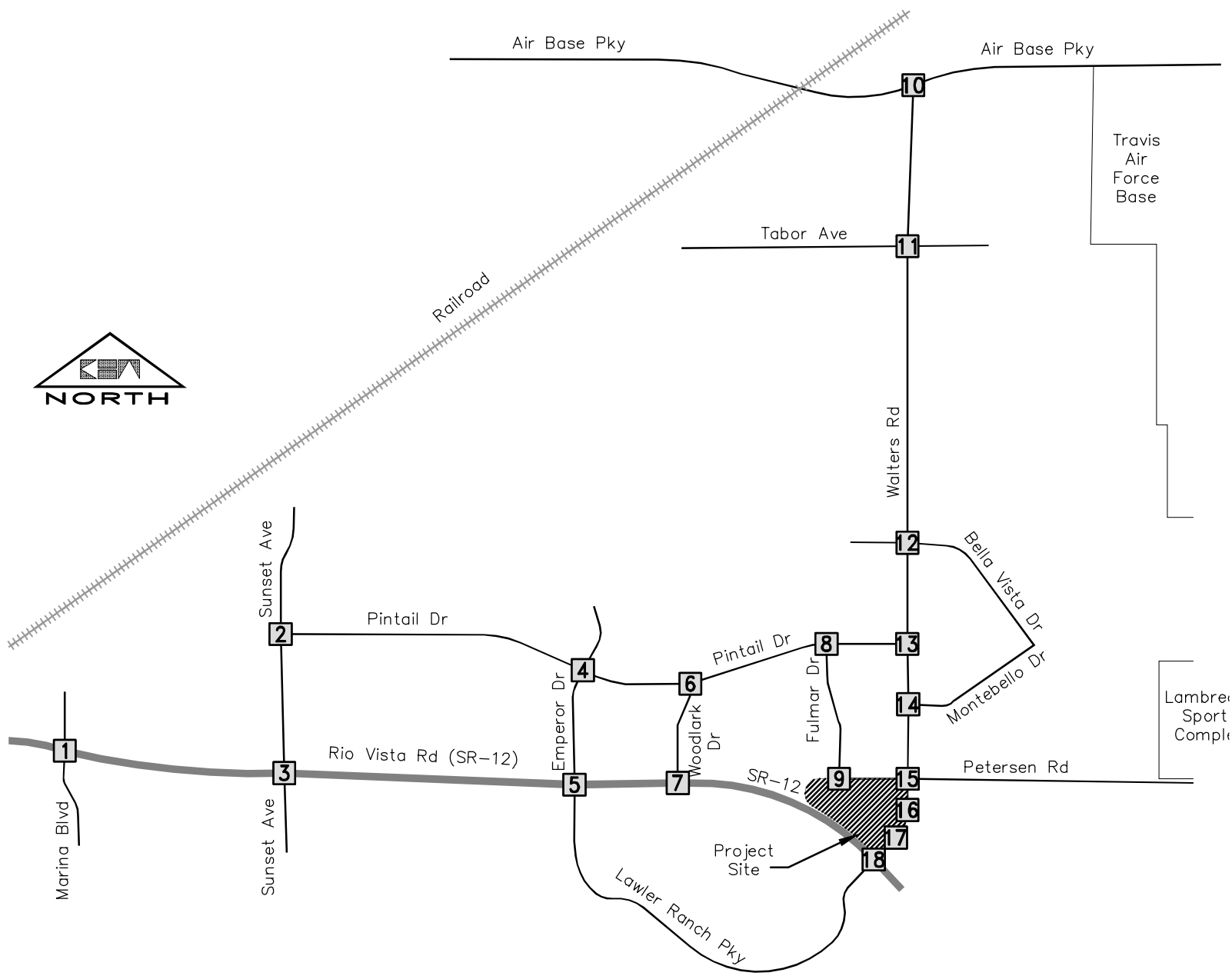
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

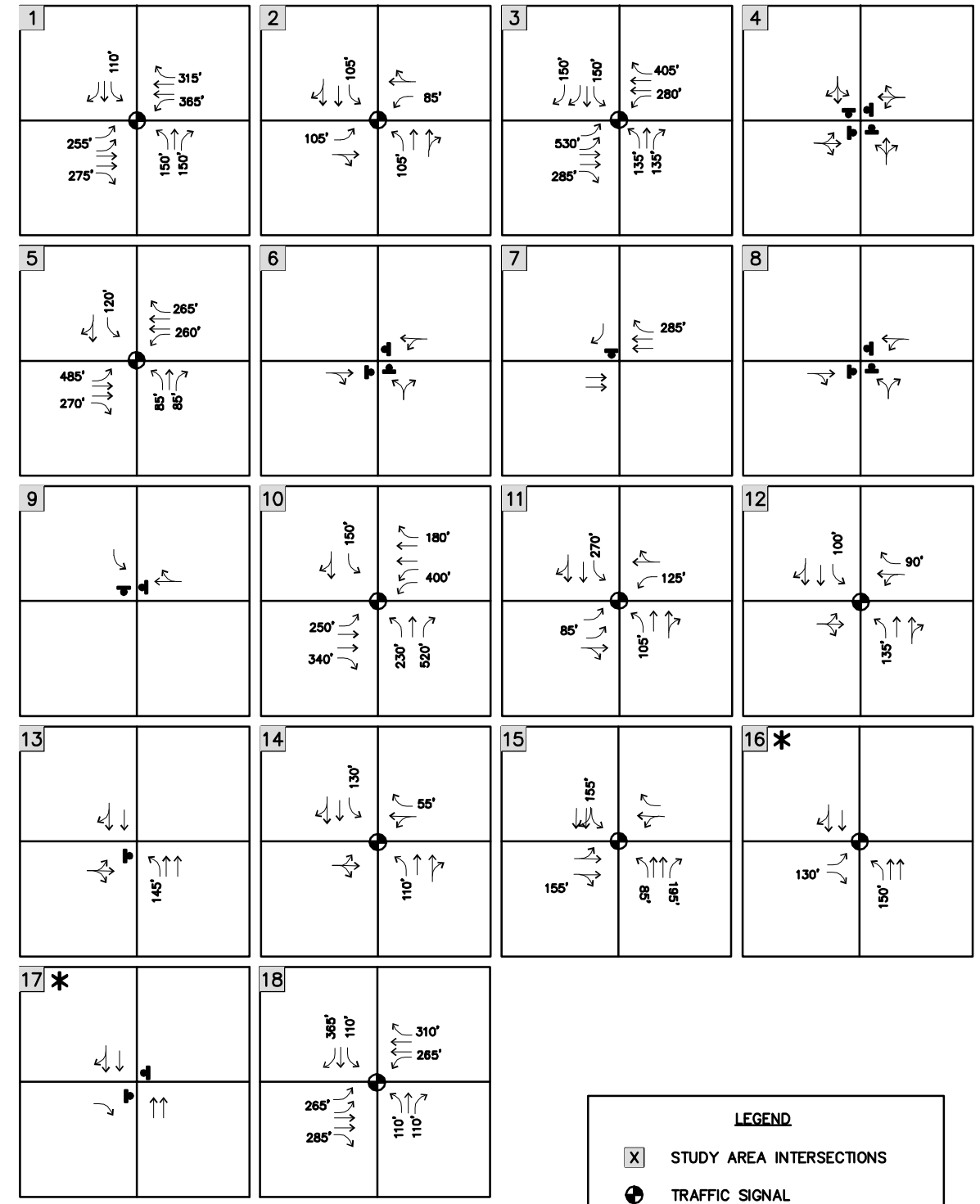
Suisun City Wal-Mart

EXISTING PEAK HOUR TURNING MOVEMENTS

FIGURE 4

Kimley-Horn and Associates, Inc.





*LANE GEOMETRY WITH THE ADDITION OF THE WAL-MART PROJECT

LEGEND

- X — STUDY AREA INTERSECTIONS
- TRAFFIC SIGNAL
- STOP SIGN
- XX' — STORAGE LENGTH

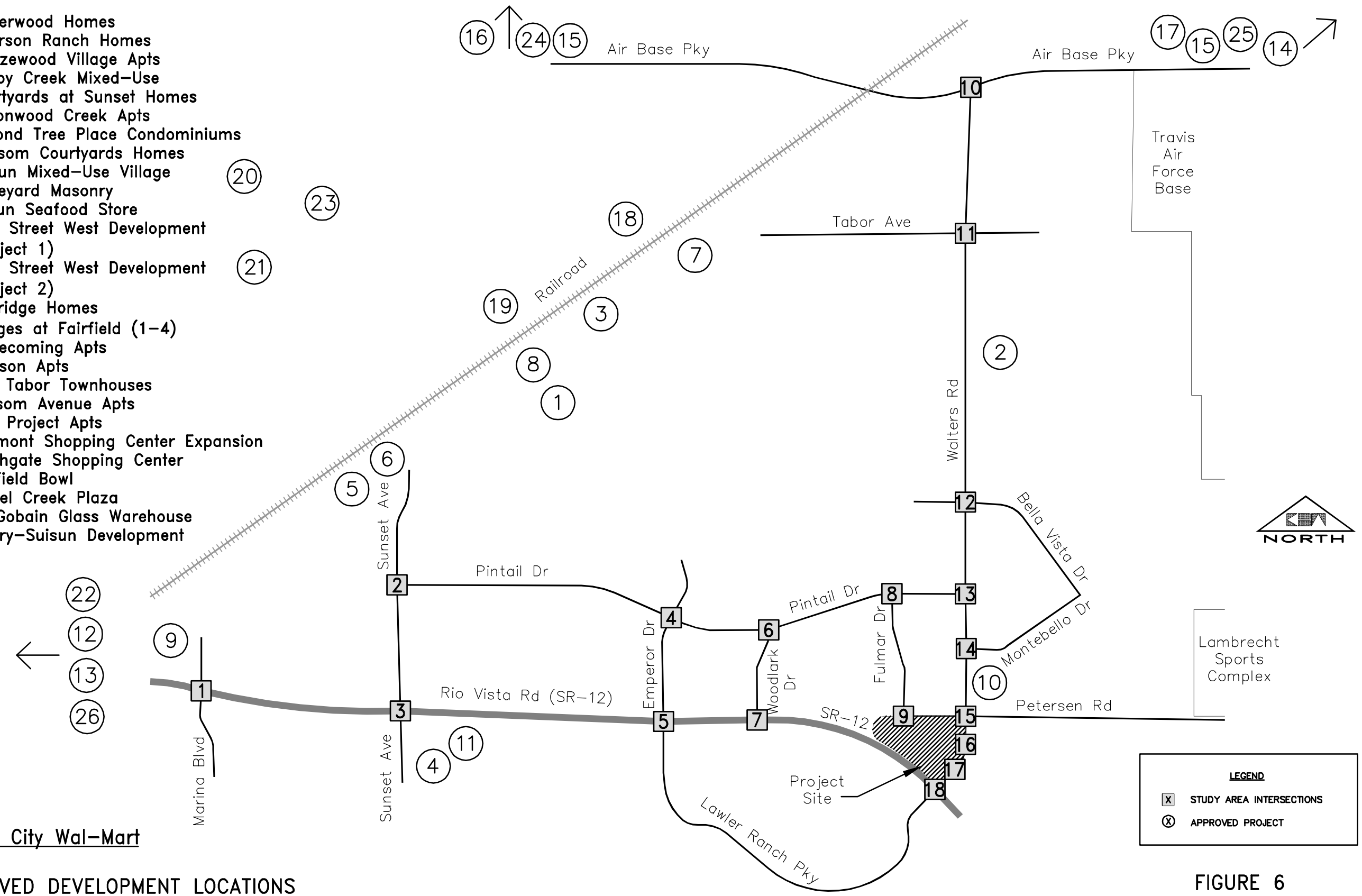
Suisun City Wal-Mart

NEAR-TERM LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 5

Kimley-Horn and Associates, Inc.

1 Amberwood Homes
2 Peterson Ranch Homes
3 Breezewood Village Apts
4 McCoy Creek Mixed-Use
5 Courtyards at Sunset Homes
6 Cottonwood Creek Apts
7 Almond Tree Place Condominiums
8 Blossom Courtyards Homes
9 Suisun Mixed-Use Village
10 Stoneyard Masonry
11 Suisun Seafood Store
12 Main Street West Development (Project 1)
13 Main Street West Development (Project 2)
14 Goldridge Homes
15 Villages at Fairfield (1-4)
16 Homecoming Apts
17 Madison Apts
18 East Tabor Townhouses
19 Blossom Avenue Apts
20 DMV Project Apts
21 Oakmont Shopping Center Expansion
22 Southgate Shopping Center
23 Fairfield Bowl
24 Laurel Creek Plaza
25 St. Gobain Glass Warehouse
26 Gentry-Suisun Development

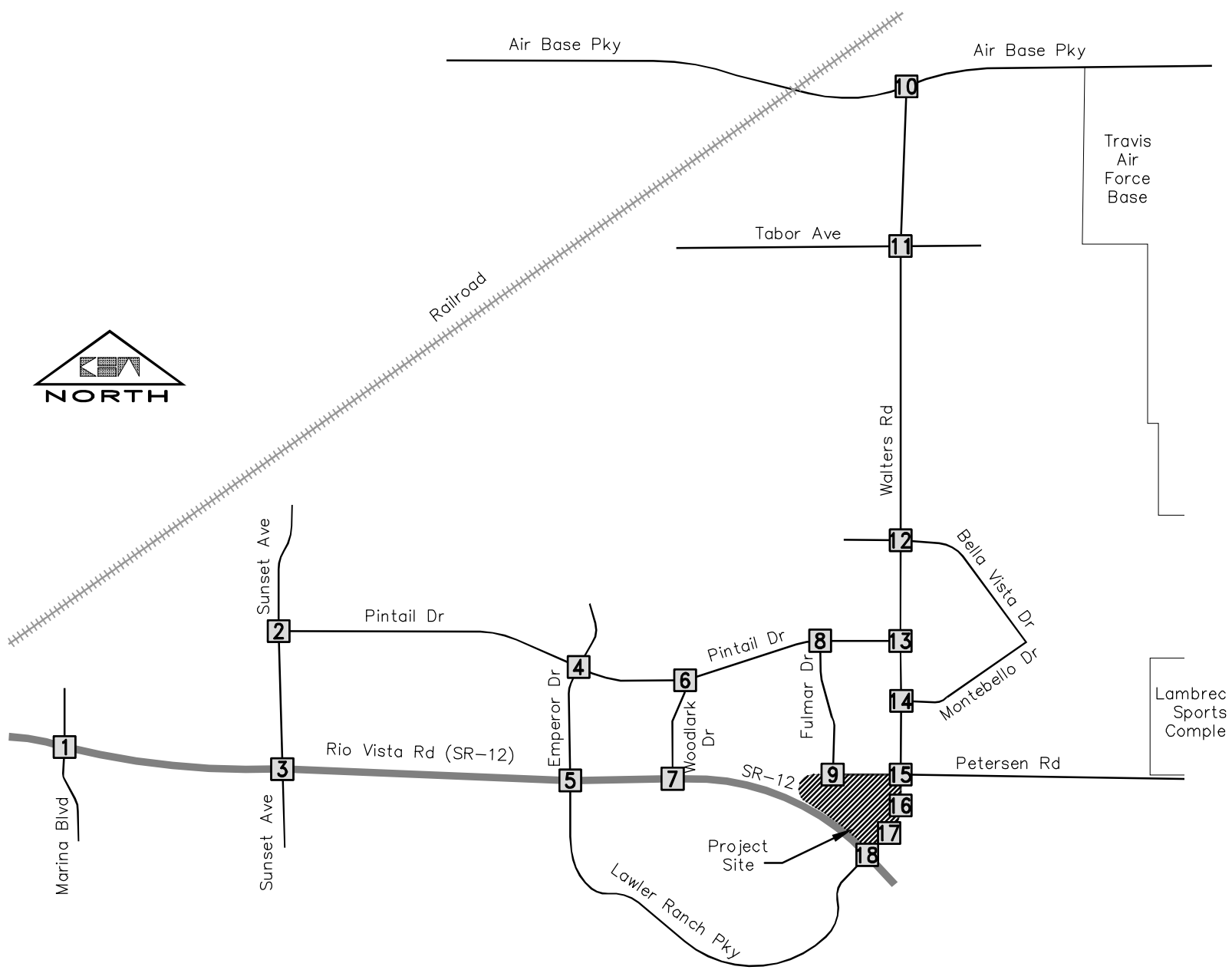


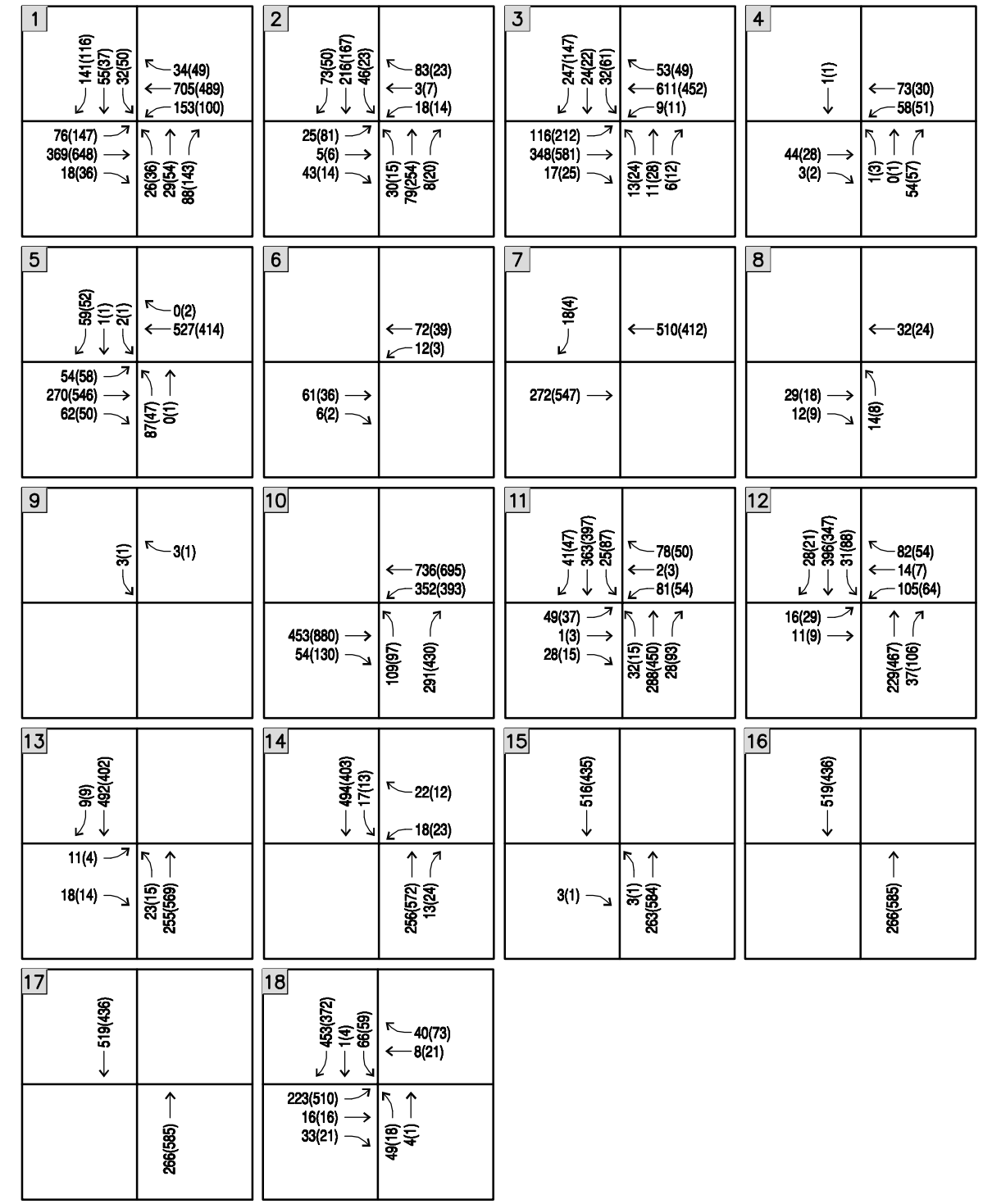
Suisun City Wal-Mart

APPROVED DEVELOPMENT LOCATIONS

FIGURE 6

Kimley-Horn and Associates, Inc.





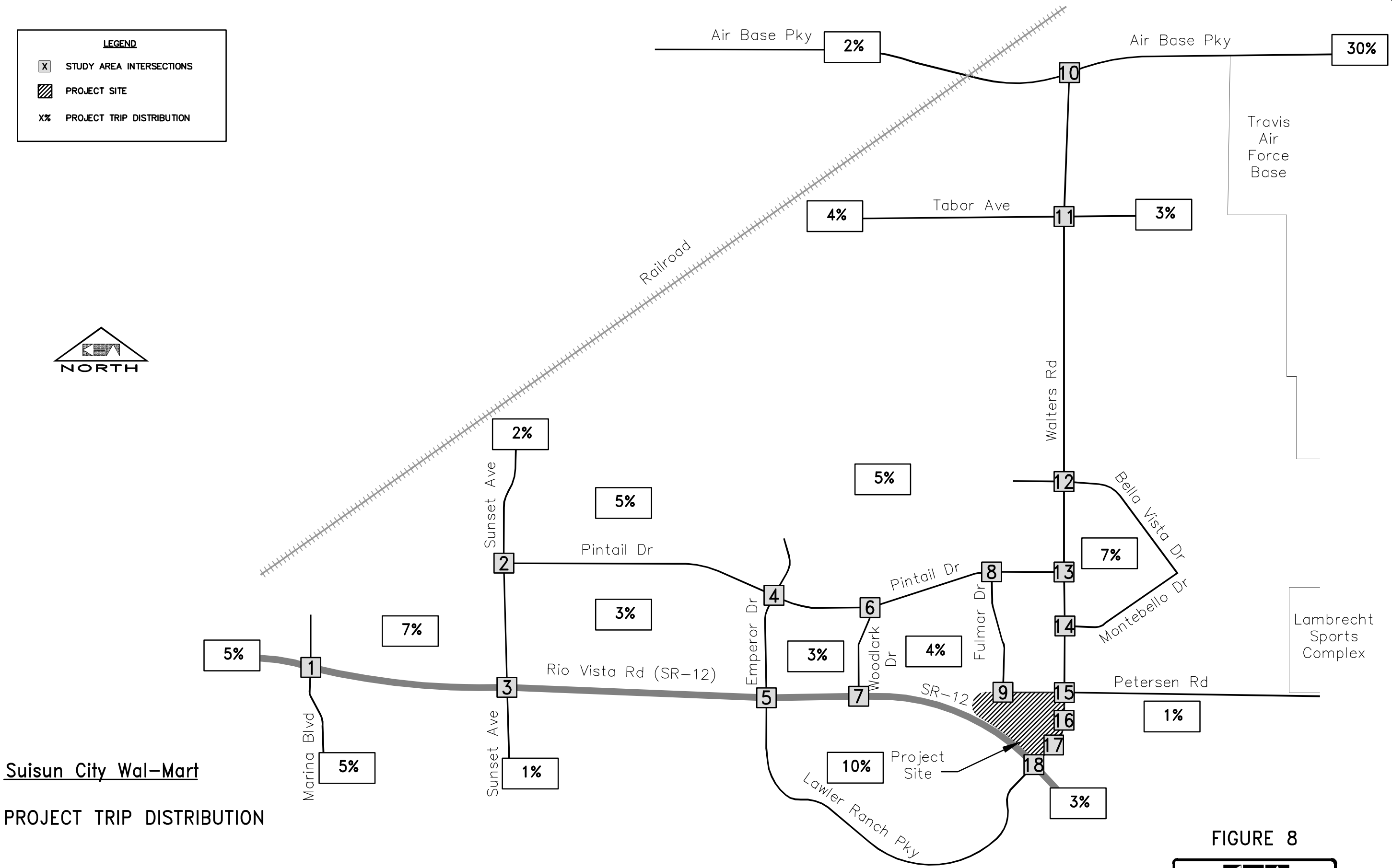
Suisun City Wal-Mart

APPROVED DEVELOPMENT GENERATED TRAFFIC VOLUMES

LEGEND	
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

FIGURE 7

Kimley-Horn and Associates, Inc.

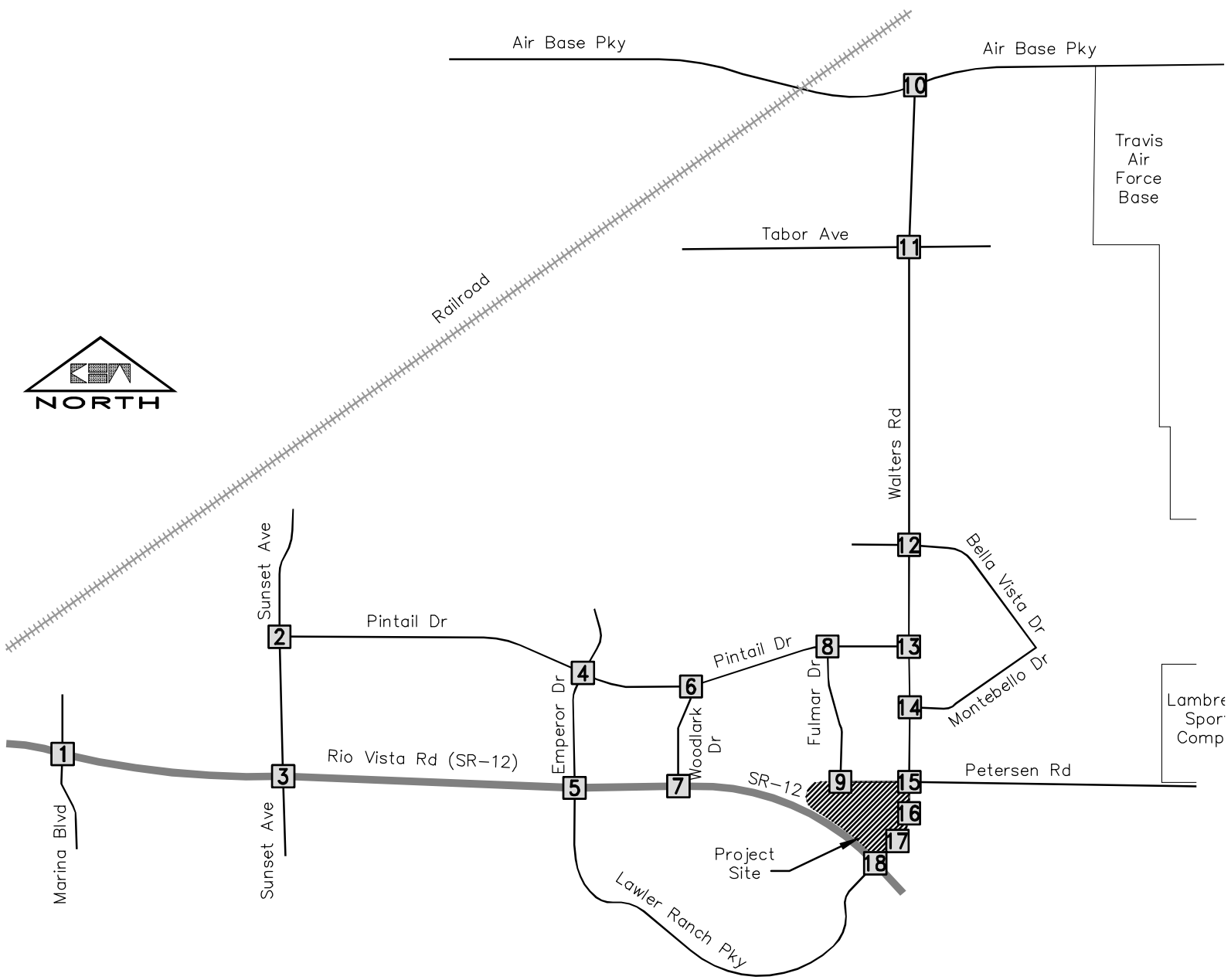


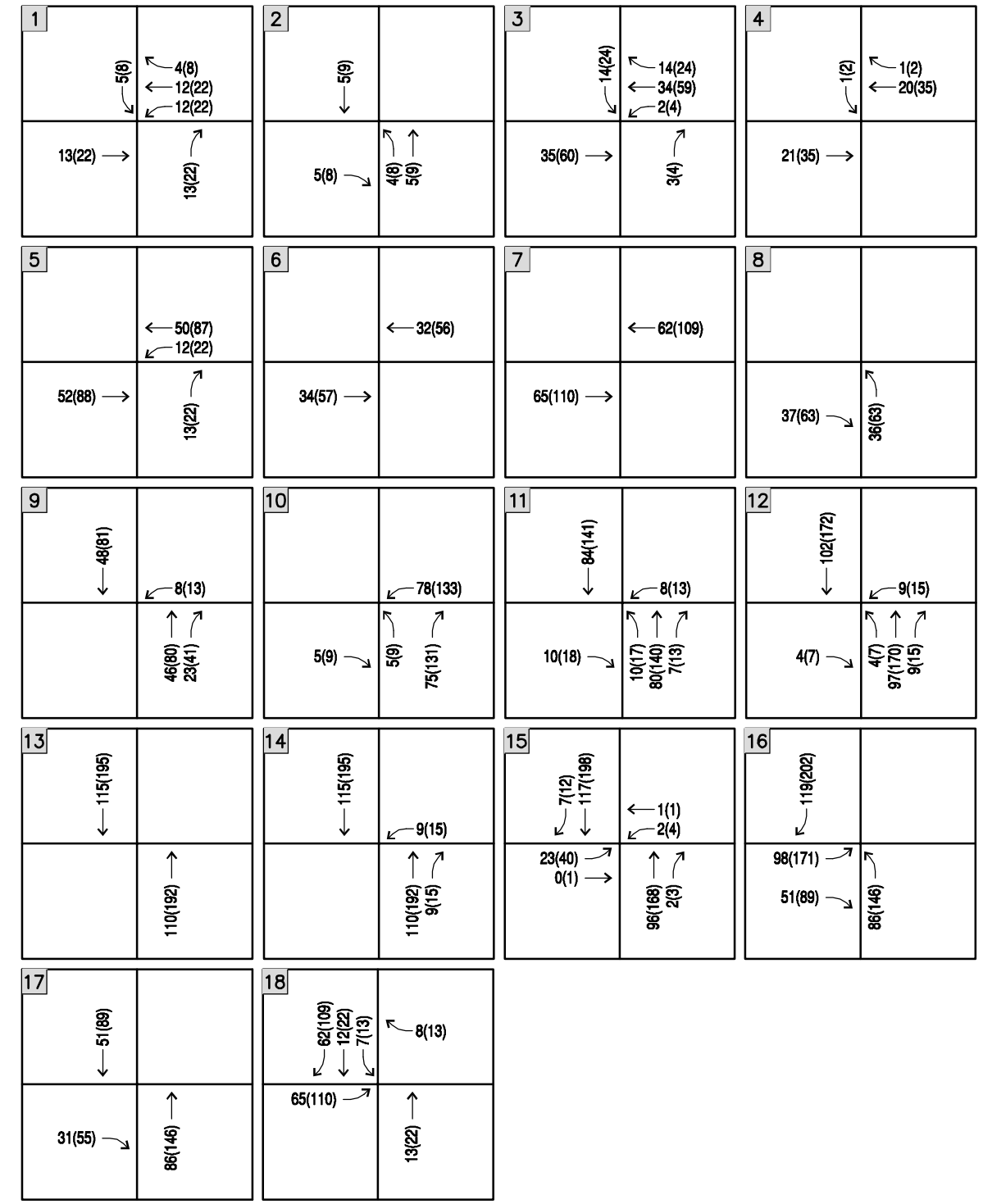
Suisun City Wal-Mart

PROJECT TRIP DISTRIBUTION

FIGURE 8

Kimley-Horn and Associates, Inc.





LEGEND

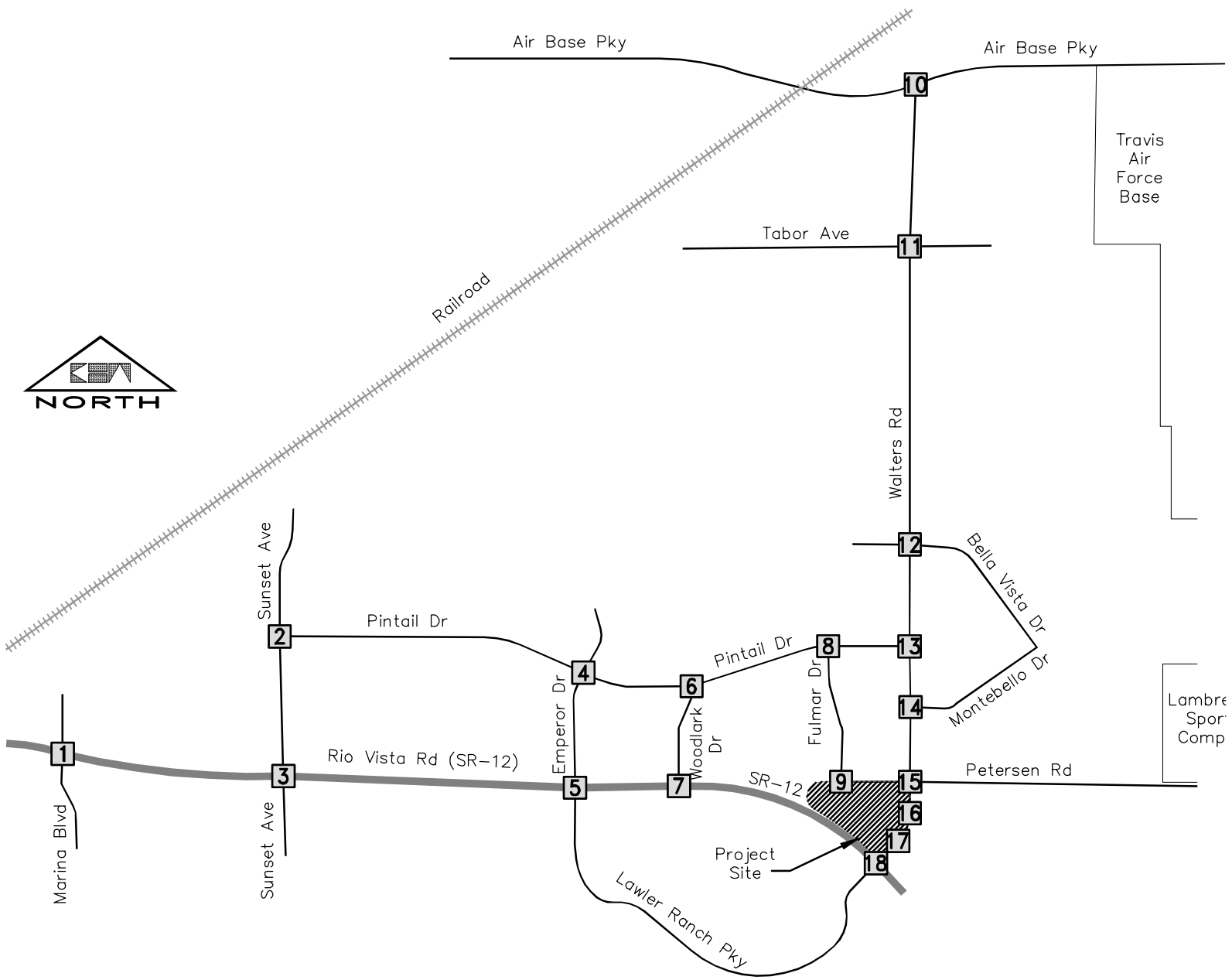
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

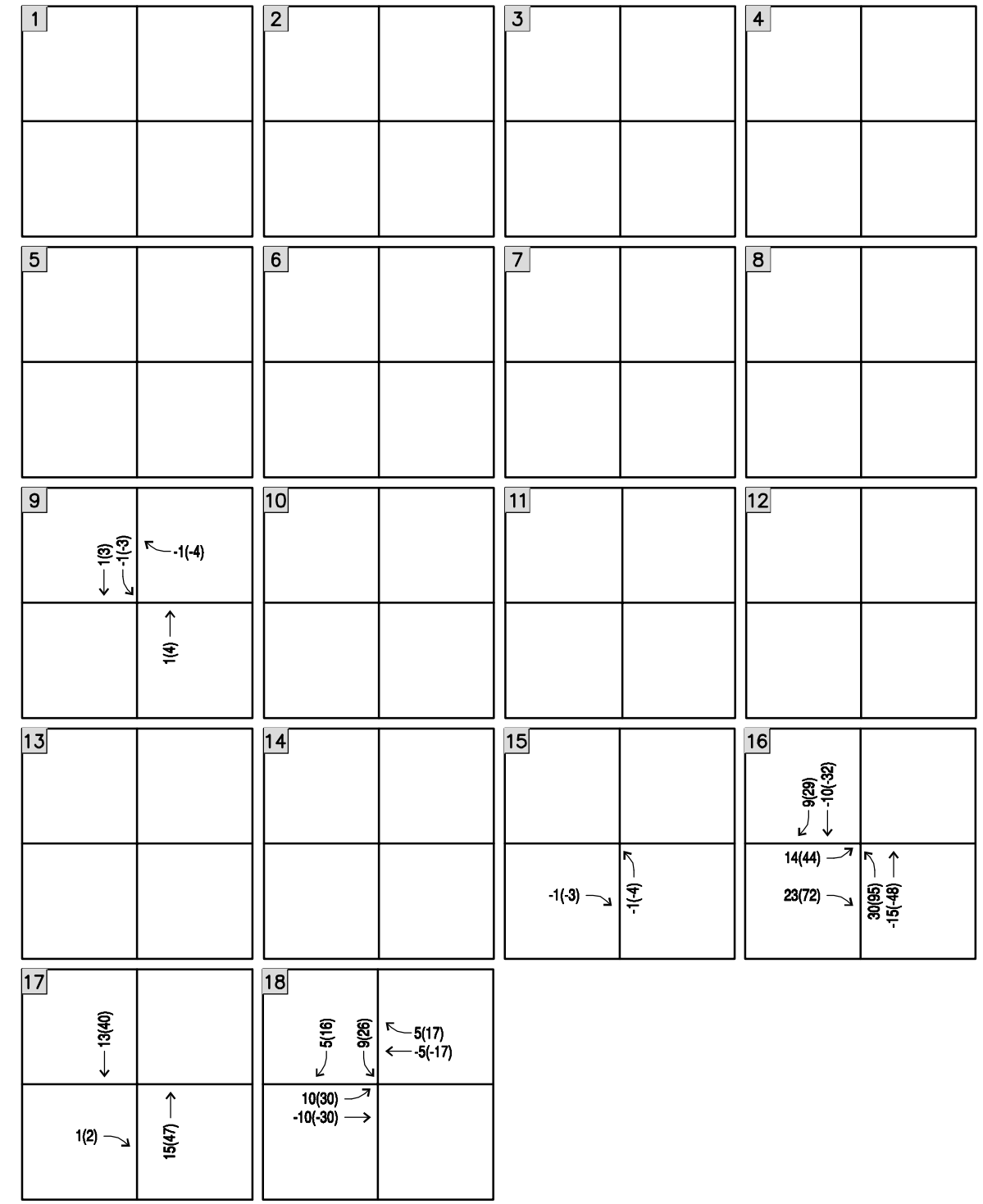
Suisun City Wal-Mart

NEW PROJECT GENERATED TRAFFIC VOLUMES

FIGURE 9

Kimley-Horn and Associates, Inc.





LEGEND

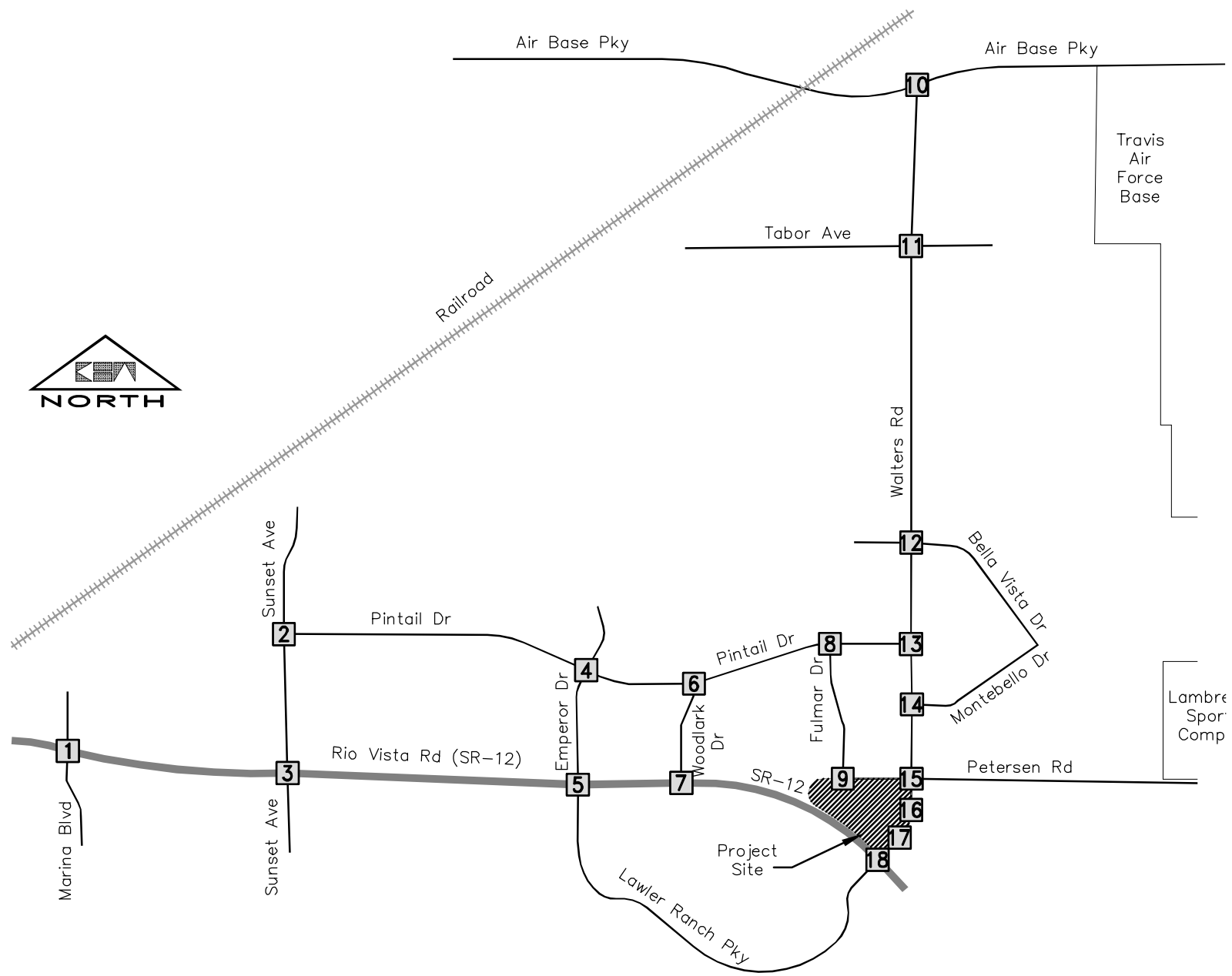
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

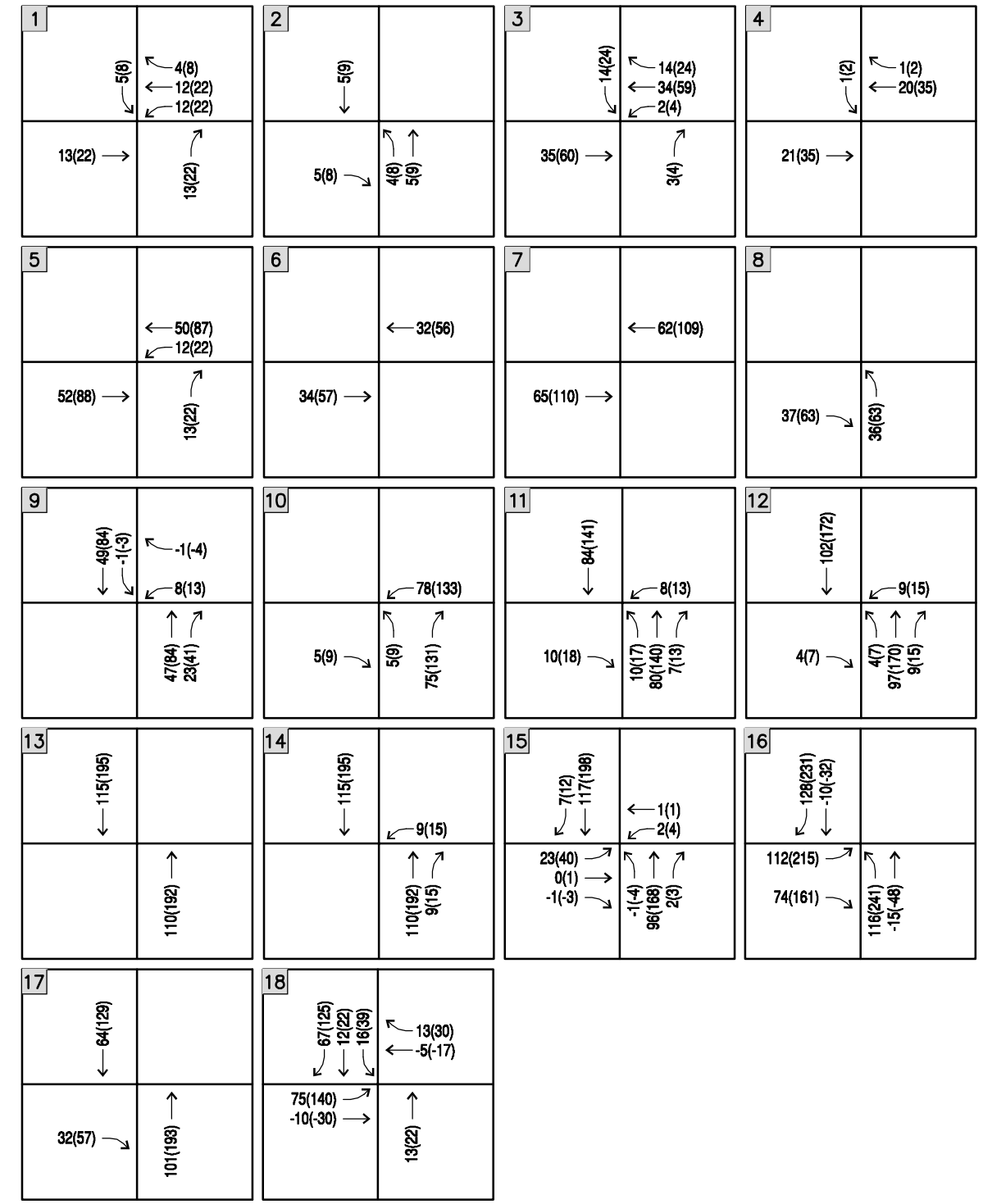
Suisun City Wal-Mart

PROJECT PASS-BY TRIPS

FIGURE 10

Kimley-Horn and Associates, Inc.





LEGEND

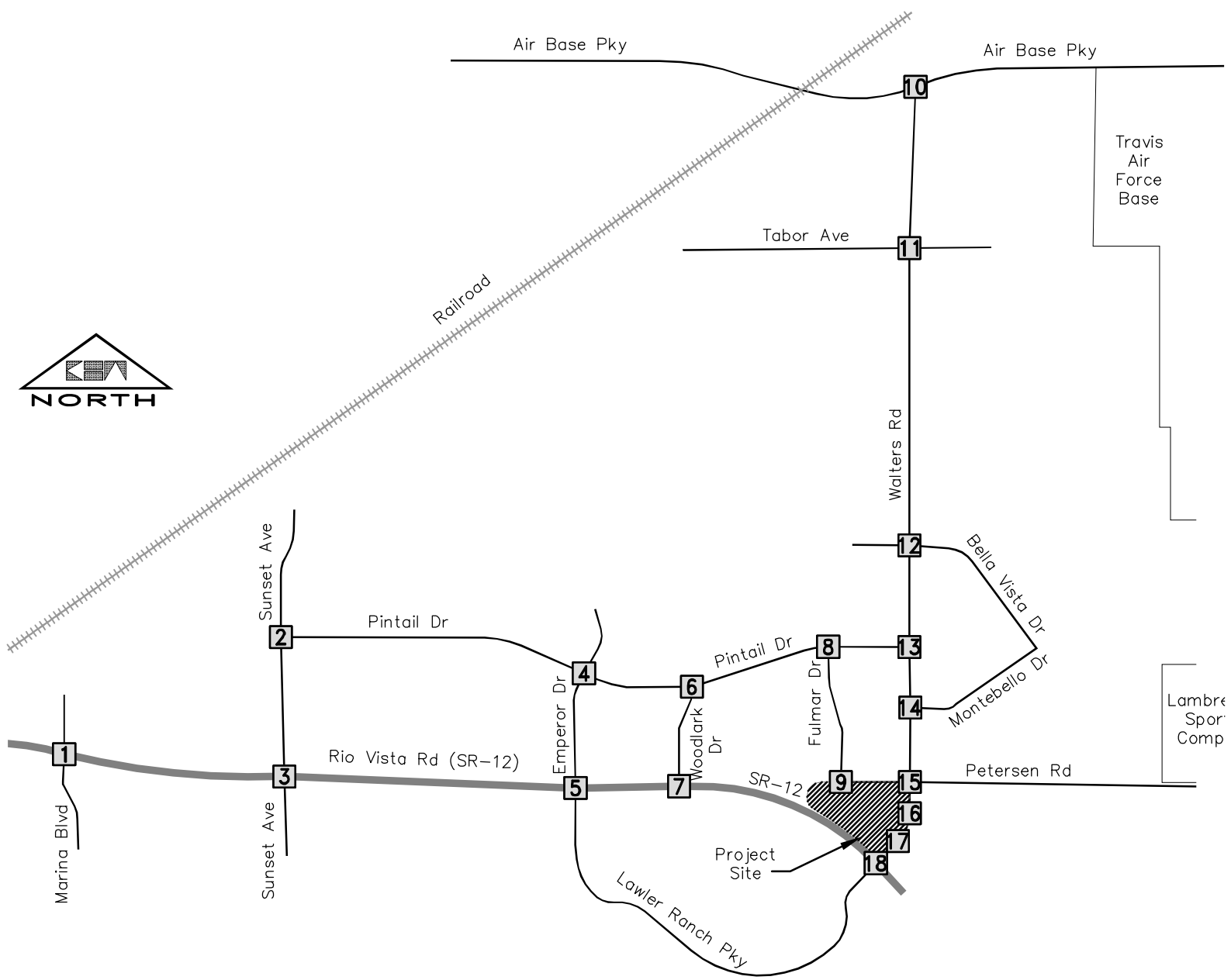
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

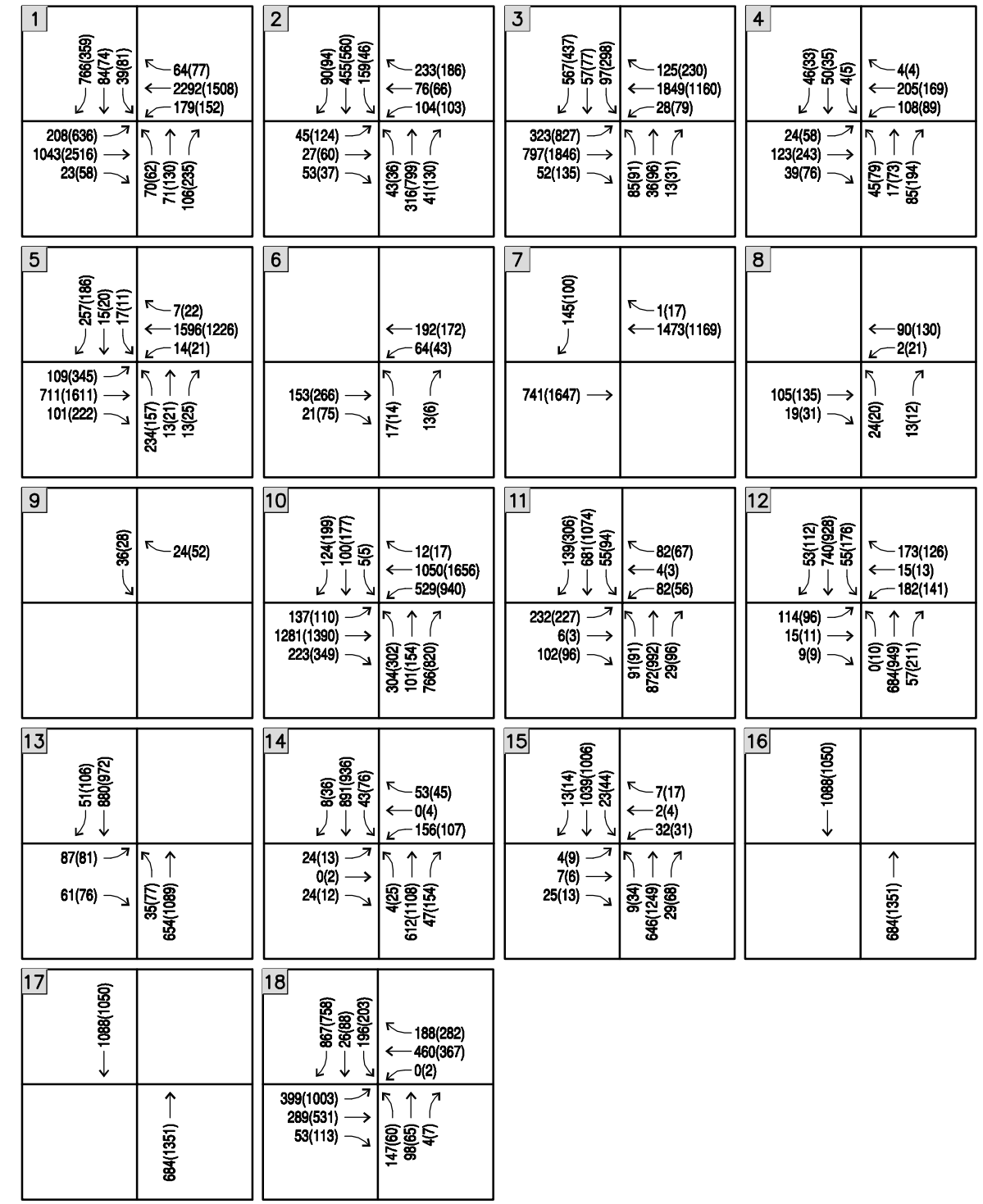
Suisun City Wal-Mart

TOTAL PROJECT GENERATED TRAFFIC VOLUMES

FIGURE 11

Kimley-Horn and Associates, Inc.





LEGEND

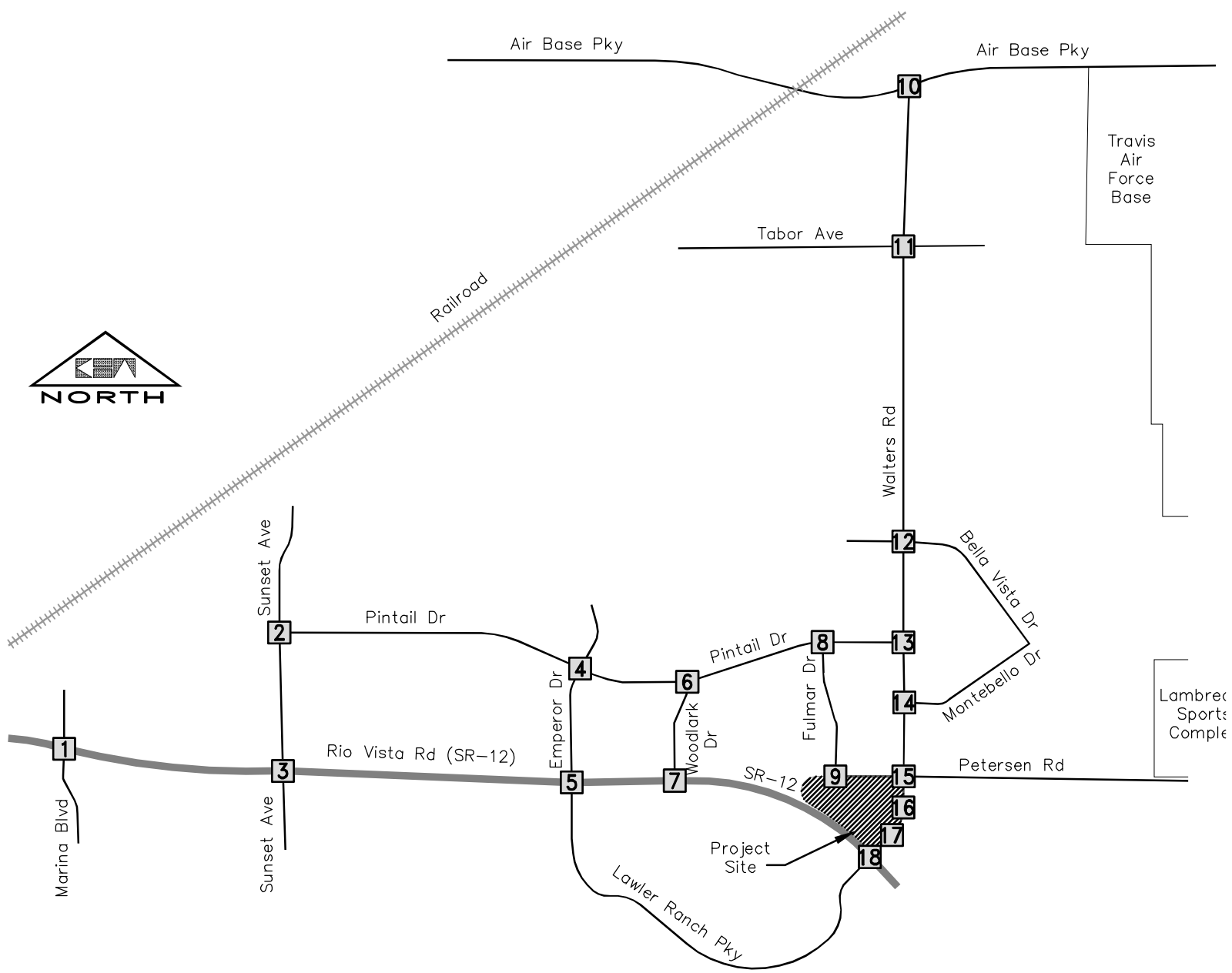
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

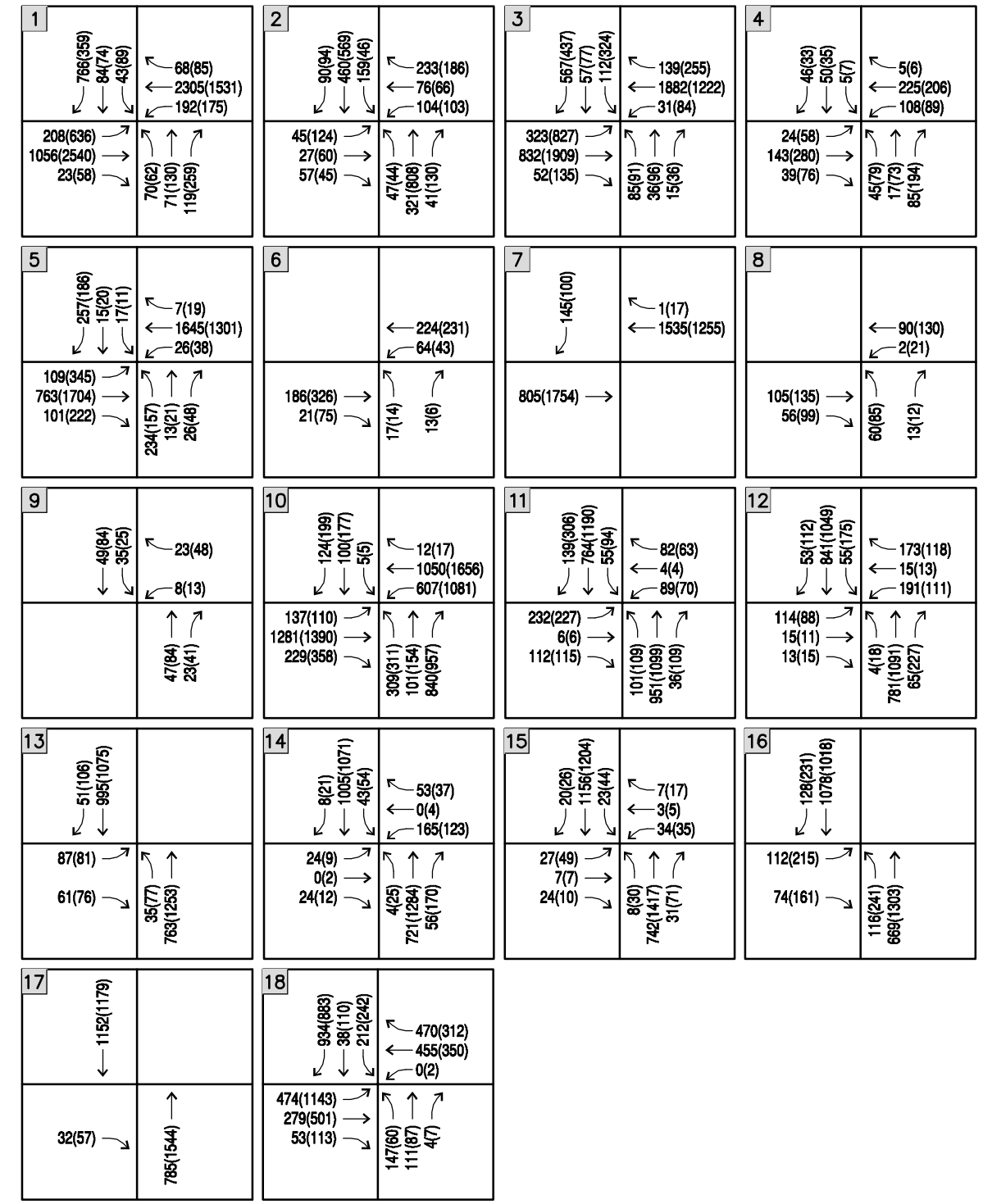
Suisun City Wal-Mart

NEAR-TERM BACKGROUND TRAFFIC VOLUMES

FIGURE 12

Kimley-Horn and Associates, Inc.





LEGEND

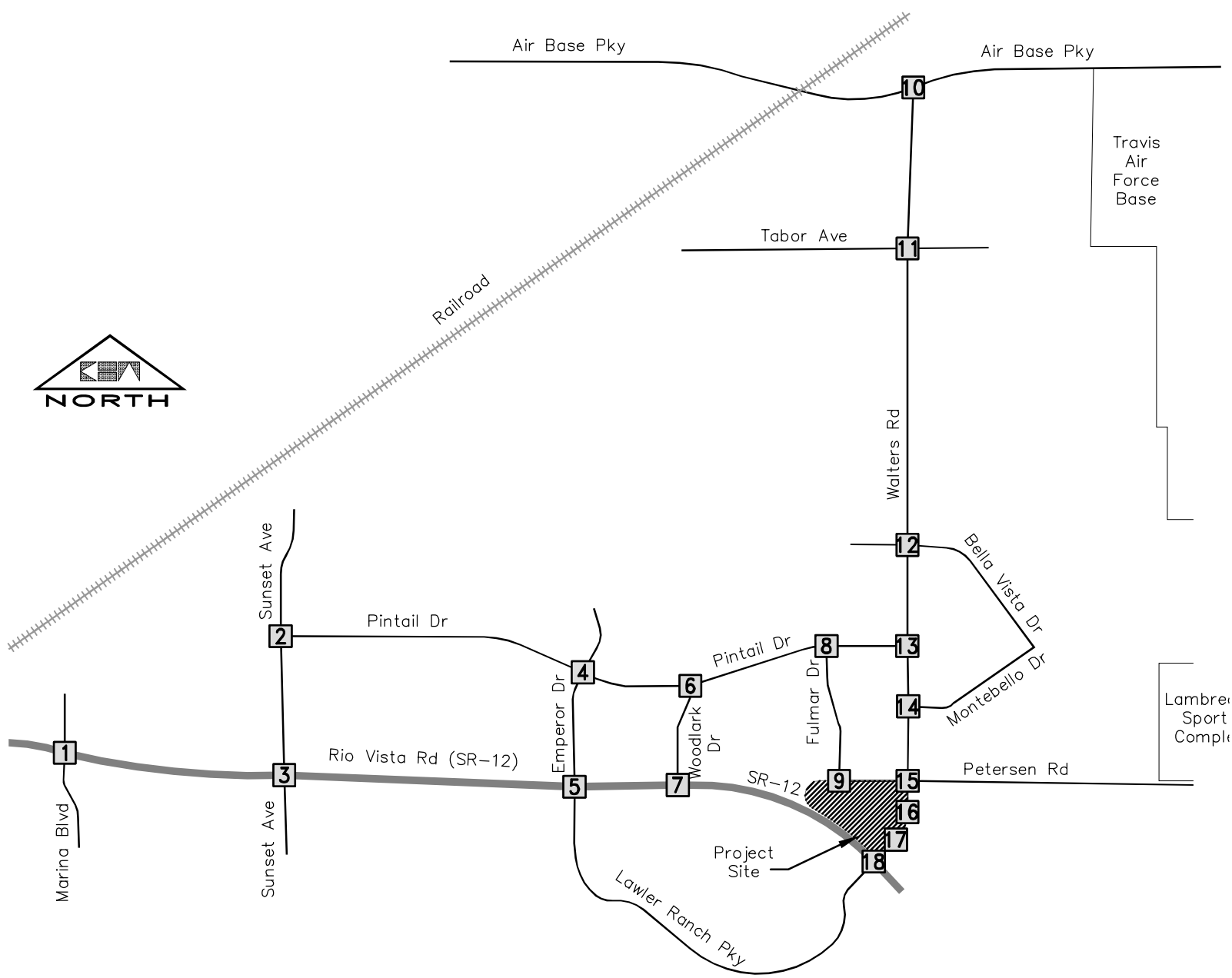
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

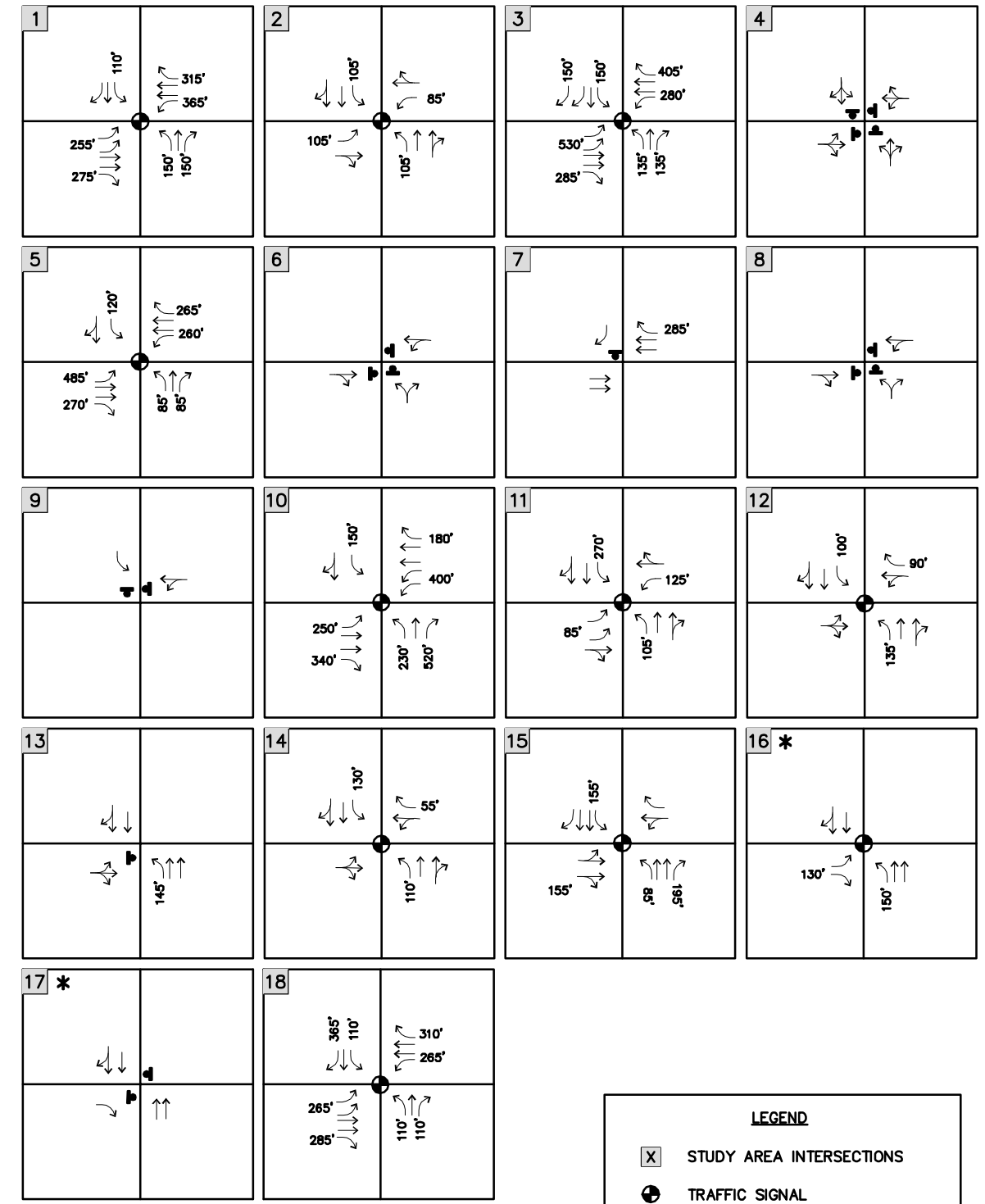
Suisun City Wal-Mart

NEAR-TERM TOTAL TRAFFIC VOLUMES

FIGURE 13

Kimley-Horn and Associates, Inc.





*LANE GEOMETRY WITH THE ADDITION OF THE WAL-MART PROJECT

LEGEND

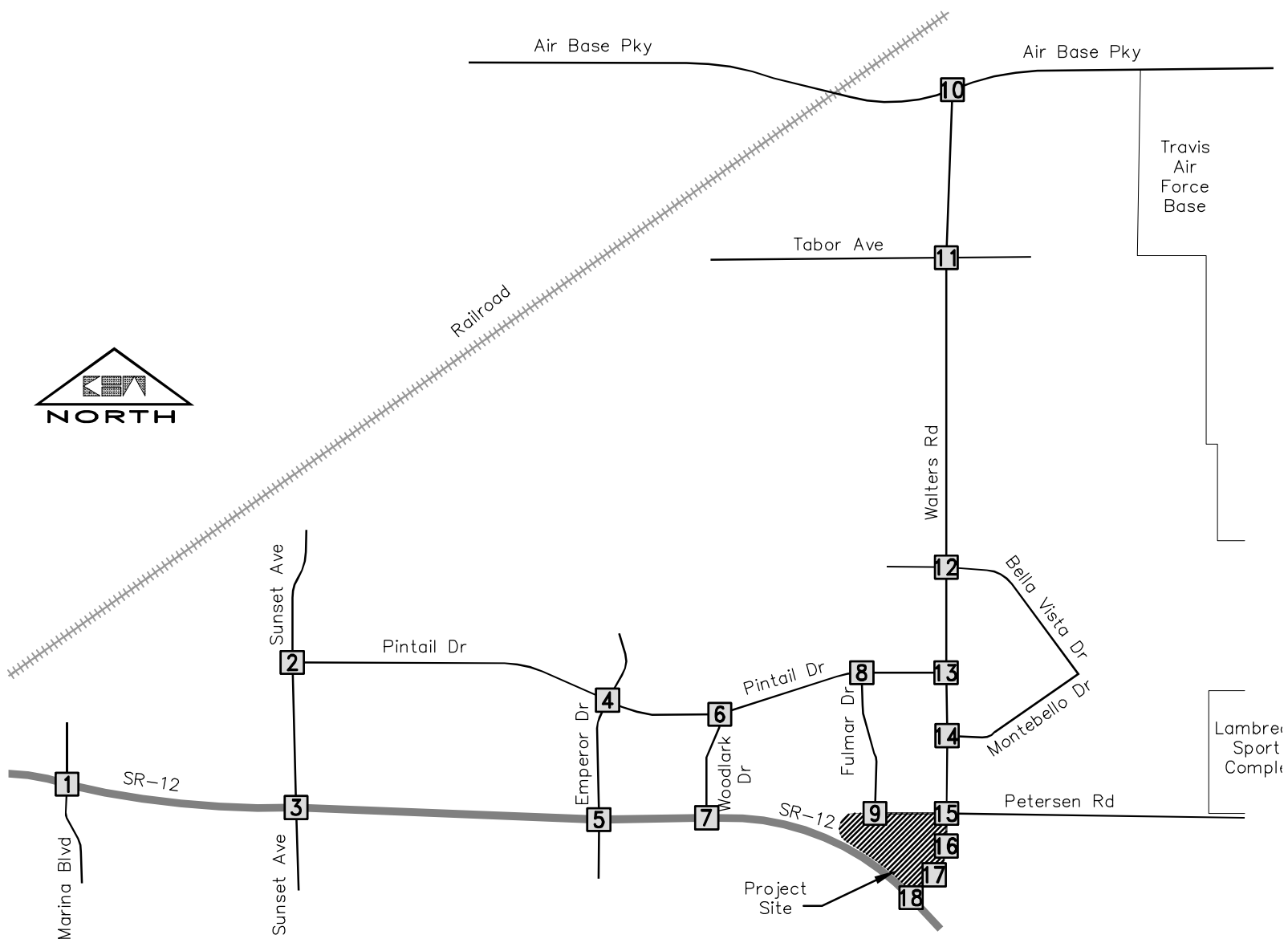
- X — STUDY AREA INTERSECTIONS
- TRAFFIC SIGNAL
- STOP SIGN
- XX' — STORAGE LENGTH

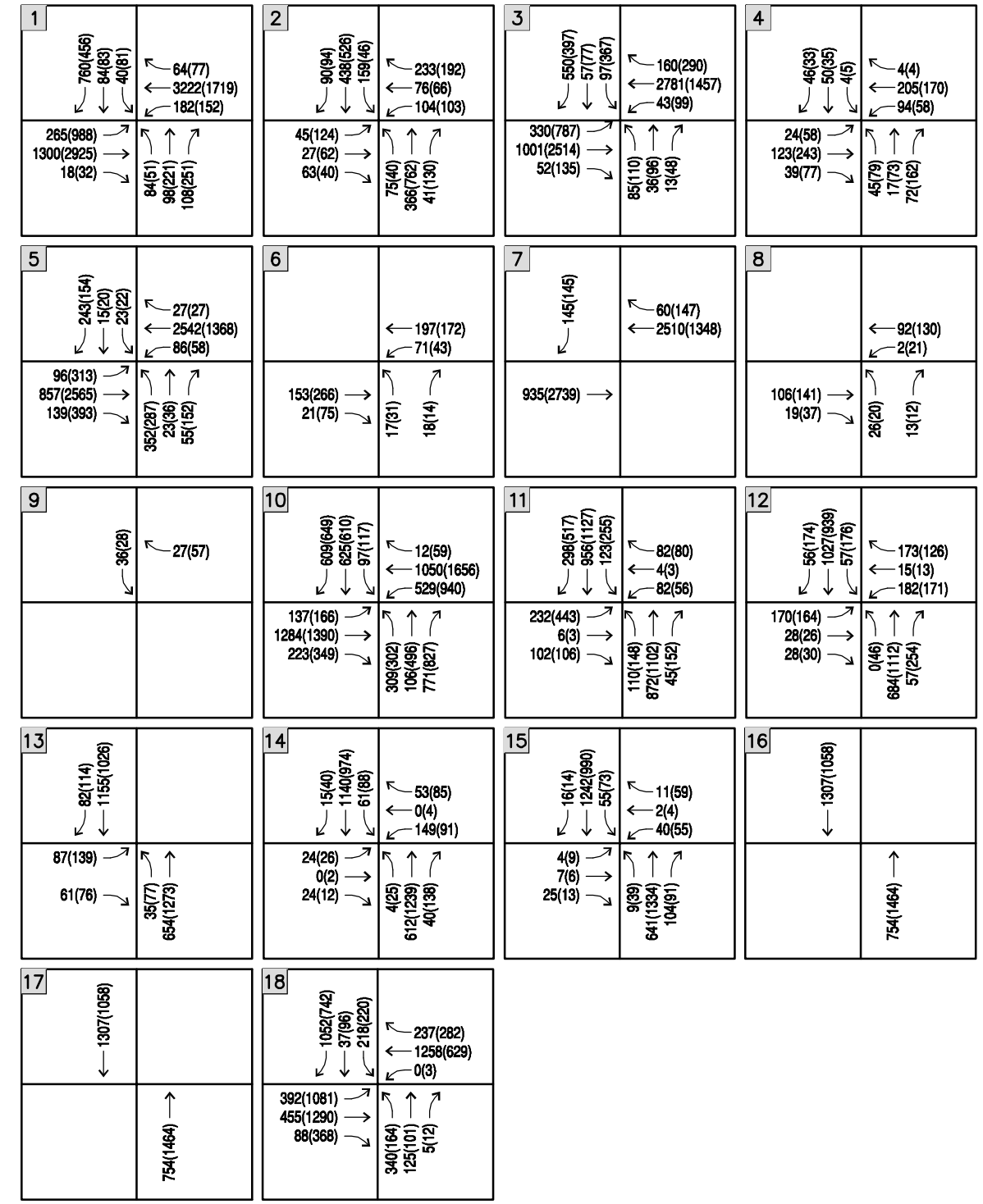
Suisun City Wal-Mart

LONG-TERM LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 14

Kimley-Horn and Associates, Inc.





LEGEND

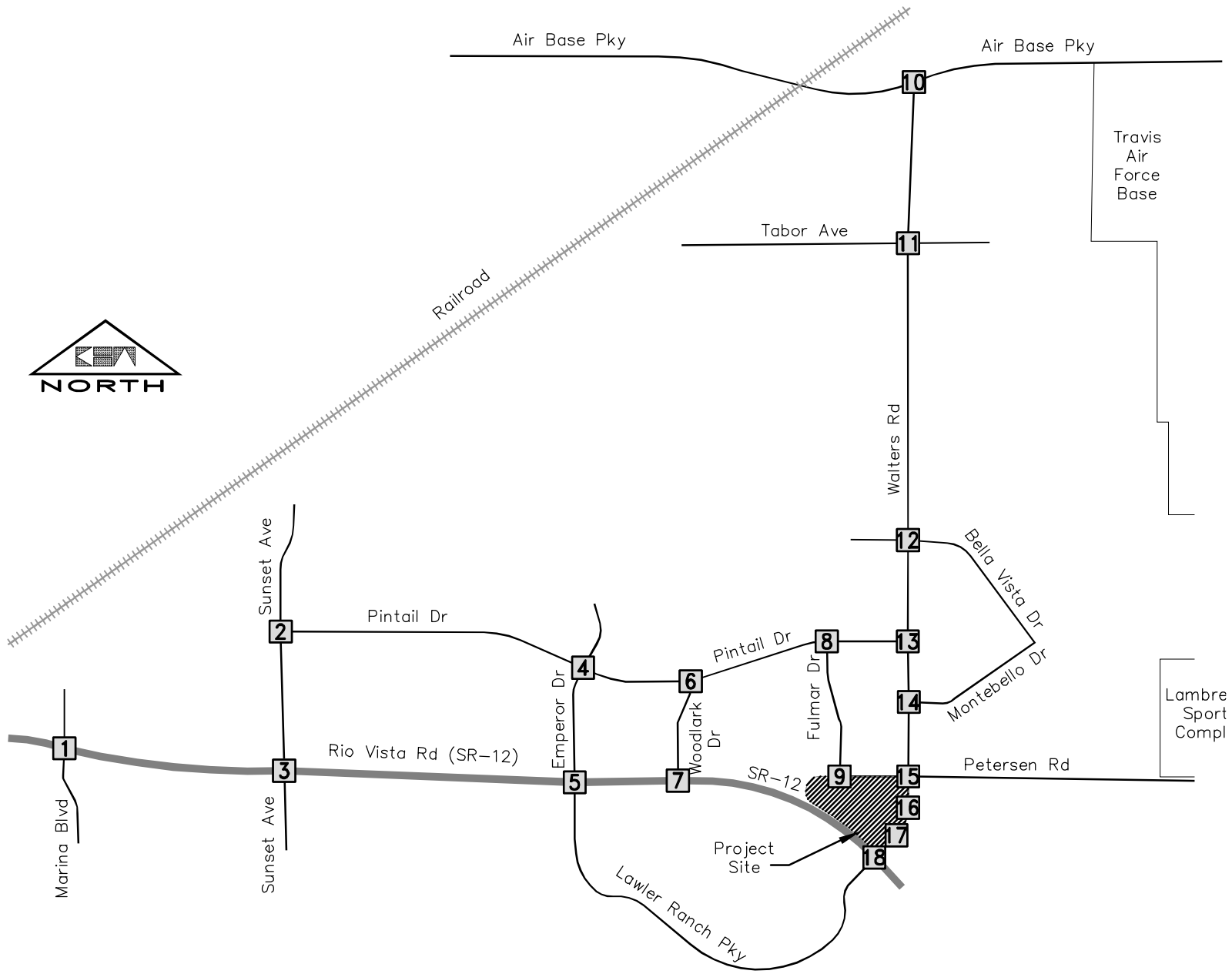
X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

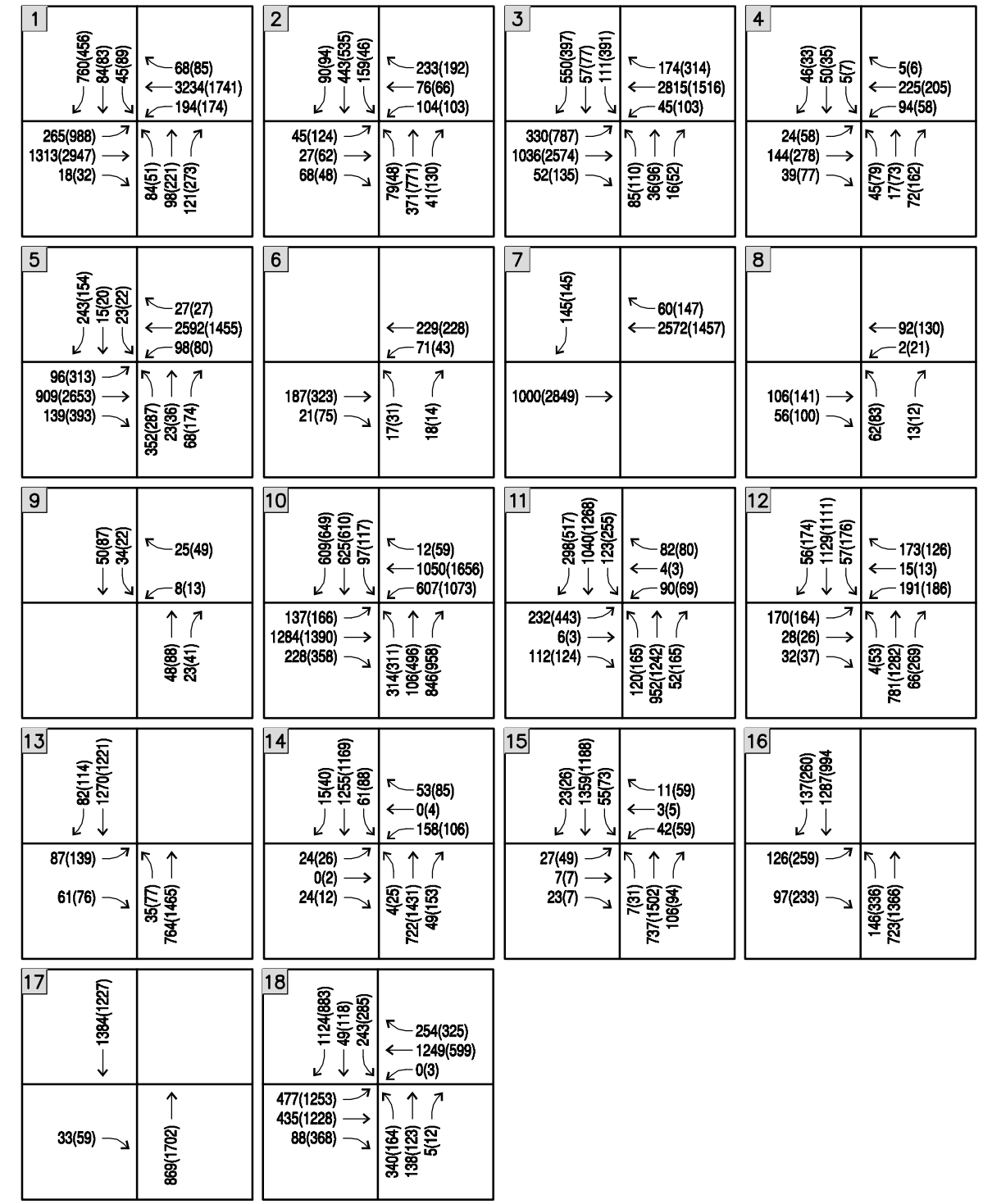
Suisun City Wal-Mart

CUMULATIVE (2030) WITHOUT PROJECT TRAFFIC VOLUMES

FIGURE 15

Kimley-Horn and Associates, Inc.





LEGEND

X	STUDY AREA INTERSECTIONS
XX(XX)	AM(PM) VOLUMES

Suisun City Wal-Mart

CUMULATIVE (2030) WITH PROJECT TRAFFIC VOLUMES

FIGURE 16

Kimley-Horn and Associates, Inc.

TURNING MOVEMENT VOLUMES

All Traffic Data
(916) 771-8700
Fax 786-2879

SUISUN CITY

File Name : WALTERS-PETERSEN-F
Site Code : 00000000
Start Date : 7/13/2006
Page No : 1

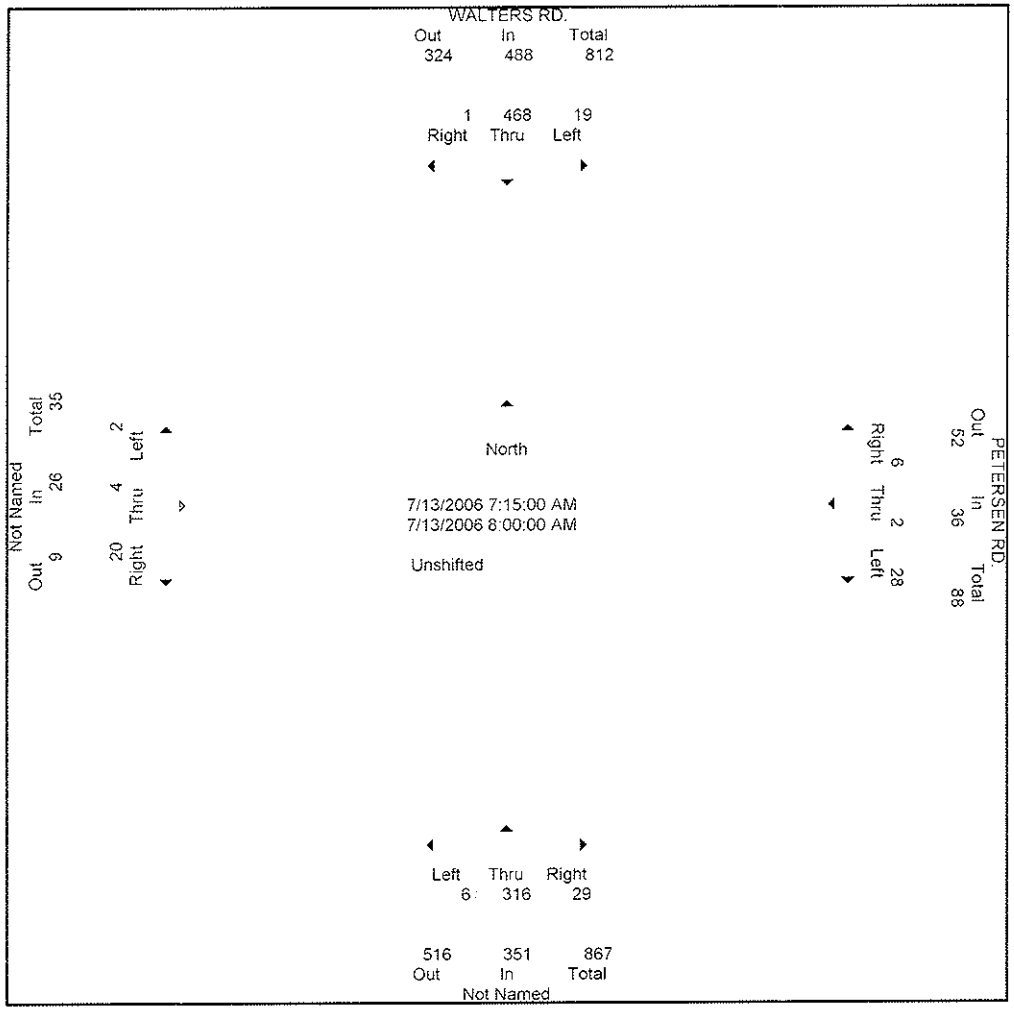
Groups Printed- Unshifted

	WALTERS RD. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	1	92	3	96	2	0	14	16	8	76	1	85	7	1	0	8	205
07:15 AM	1	133	5	139	4	0	9	13	5	83	1	89	6	1	1	8	249
07:30 AM	0	129	2	131	0	0	3	3	9	74	1	84	3	0	1	4	222
07:45 AM	0	105	4	109	1	1	6	8	7	89	1	97	6	3	0	9	223
Total	2	459	14	475	7	1	32	40	29	322	4	355	22	5	2	29	899
08:00 AM	0	101	8	109	1	1	10	12	8	70	3	81	5	0	0	5	207
08:15 AM	1	84	2	87	2	1	3	6	2	65	2	69	2	1	0	3	165
08:30 AM	1	95	7	103	2	0	6	8	6	66	1	73	3	1	1	5	189
08:45 AM	0	85	6	91	1	1	2	4	3	62	1	66	3	2	1	6	167
Total	2	365	23	390	6	3	21	30	19	263	7	289	13	4	2	19	728
04:00 PM	0	90	9	99	11	0	3	14	16	152	6	174	2	1	0	3	290
04:15 PM	0	103	2	105	1	0	7	8	5	121	5	131	5	0	0	5	249
04:30 PM	1	112	6	119	2	2	11	15	17	160	6	183	3	0	0	3	320
04:45 PM	1	118	8	127	3	1	6	10	17	114	9	140	2	4	1	7	284
Total	2	423	25	450	17	3	27	47	55	547	26	628	12	5	1	18	1143
05:00 PM	3	111	11	125	3	0	7	10	16	164	7	187	3	1	0	4	326
05:15 PM	3	127	4	134	1	1	7	9	18	165	11	194	4	1	0	5	342
05:30 PM	4	89	4	97	1	2	9	12	14	144	8	166	1	2	1	4	279
05:45 PM	2	102	1	105	2	0	10	12	11	138	8	157	4	0	0	4	278
Total	12	429	20	461	7	3	33	43	59	611	34	704	12	4	1	17	1225
Grand Total	18	1676	82	1776	37	10	113	160	162	1743	71	1976	59	18	6	83	3995
Apprch %	1.0	94.4	4.6		23.1	6.3	70.6		8.2	88.2	3.6		71.1	21.7	7.2		
Total %	0.5	42.0	2.1	44.5	0.9	0.3	2.8	4.0	4.1	43.6	1.8	49.5	1.5	0.5	0.2	2.1	

	WALTERS RD. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	1	468	19	488	6	2	28	36	29	316	6	351	20	4	2	26	901
Percent	0.2	95.9	3.9		16.7	5.6	77.8		8.3	90.0	1.7		76.9	15.4	7.7		
07:15 Volume	1	133	5	139	4	0	9	13	5	83	1	89	6	1	1	8	249
Peak Factor																	0.905
High Int.	07:15 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	1	133	5	139	4	0	9	13	7	89	1	97	6	3	0	9	
Peak Factor				0.878				0.692				0.905				0.722	

All Traffic Data
(916) 771-8700
Fax 786-2879

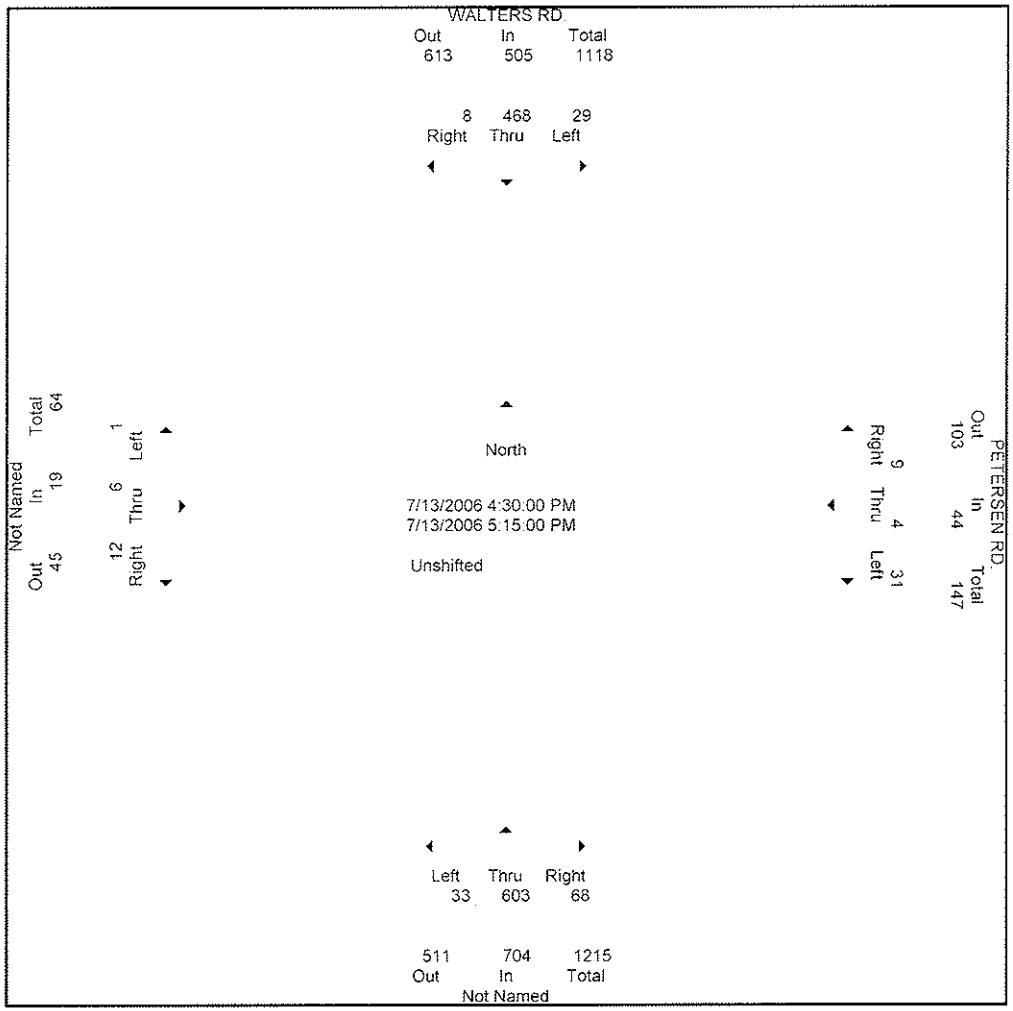
File Name : WALTERS-PETERSEN-F
Site Code : 00000000
Start Date : 7/13/2006
Page No : 2



All Traffic Data
(916) 771-8700
Fax 786-2879

File Name : WALTERS-PETERSEN-F
Site Code : 00000000
Start Date : 7/13/2006
Page No : 3

	WALTERS RD. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	8	468	29	505	9	4	31	44	68	603	33	704	12	6	1	19	1272
Percent	1.6	92.7	5.7		20.5	9.1	70.5		9.7	85.7	4.7		63.2	31.6	5.3		
05:15 Volume	3	127	4	134	1	1	7	9	18	165	11	194	4	1	0	5	342
Peak Factor																	0.930
High Int.	05:15 PM				04:30 PM				05:15 PM				04:45 PM				
Volume	3	127	4	134	2	2	11	15	18	165	11	194	2	4	1	7	
Peak Factor				0.942				0.733				0.907				0.679	



All Traffic Data
(916) 771-8700
Fax 786-2879

SUISUN CITY

File Name : WALTERS-MONTBELLO-F
Site Code : 00000000
Start Date : 7/11/2006
Page No : 1

Groups Printed- Unshifted

	WALTERS RD. Southbound				MONTEBELLO DR. Westbound				Northbound				MAMMOTH WAY. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Int Total
07:00 AM	3	80	1	84	5	0	31	36	7	77	1	85	5	2	3	10	215
07:15 AM	2	111	3	116	12	0	27	39	11	78	2	91	8	0	8	16	262
07:30 AM	1	95	7	103	6	1	39	46	6	77	1	84	4	1	4	9	242
07:45 AM	0	73	4	77	8	1	41	50	10	83	0	93	7	0	8	15	235
Total	6	359	15	380	31	2	138	171	34	315	4	353	24	3	23	50	954
08:00 AM	1	89	8	98	5	0	24	29	8	64	3	75	5	0	4	9	211
08:15 AM	2	68	6	76	8	0	17	25	7	61	0	68	3	0	1	4	173
08:30 AM	4	88	8	100	7	0	19	26	6	60	1	67	3	1	3	7	200
08:45 AM	1	83	3	87	6	0	14	20	6	58	2	66	2	0	6	8	181
Total	8	328	25	361	26	0	74	100	27	243	6	276	13	1	14	28	765
04:00 PM	0	91	14	105	3	0	14	17	34	143	9	186	2	0	1	3	311
04:15 PM	4	89	12	105	15	0	21	36	36	98	5	139	6	0	6	12	292
04:30 PM	6	115	10	131	6	2	15	23	31	134	6	171	3	1	2	6	331
04:45 PM	5	120	11	136	6	0	23	29	26	120	3	149	4	0	2	6	320
Total	15	415	47	477	30	2	73	105	127	495	23	645	15	1	11	27	1254
05:00 PM	7	113	15	135	6	1	21	28	41	112	9	162	1	1	2	4	329
05:15 PM	3	113	5	121	7	1	25	33	32	144	7	183	4	0	3	7	344
05:30 PM	9	102	10	121	4	2	12	18	37	127	6	170	2	1	3	6	315
05:45 PM	2	91	16	109	8	0	23	31	41	108	8	157	3	1	5	9	306
Total	21	419	46	486	25	4	81	110	151	491	30	672	10	3	13	26	1294
Grand Total	50	1521	133	1704	112	8	366	486	339	1544	63	1946	62	8	61	131	4267
Apprch %	2.9	89.3	7.8		23.0	1.6	75.3		17.4	79.3	3.2		47.3	6.1	46.6		
Total %	1.2	35.6	3.1	39.9	2.6	0.2	8.6	11.4	7.9	36.2	1.5	45.6	1.5	0.2	1.4	3.1	

	WALTERS RD. Southbound				MONTEBELLO DR. Westbound				Northbound				MAMMOTH WAY. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	6	359	15	380	31	2	138	171	34	315	4	353	24	3	23	50	954
Percent	1.6	94.5	3.9		18.1	1.2	80.7		9.6	89.2	1.1		48.0	6.0	46.0		
07:15 Volume	2	111	3	116	12	0	27	39	11	78	2	91	8	0	8	16	262
Peak Factor																	0.910
High Int.	07:15 AM				07:45 AM				07:45 AM				07:15 AM				
Volume	2	111	3	116	8	1	41	50	10	83	0	93	8	0	8	16	
Peak Factor				0.819				0.855				0.949				0.781	

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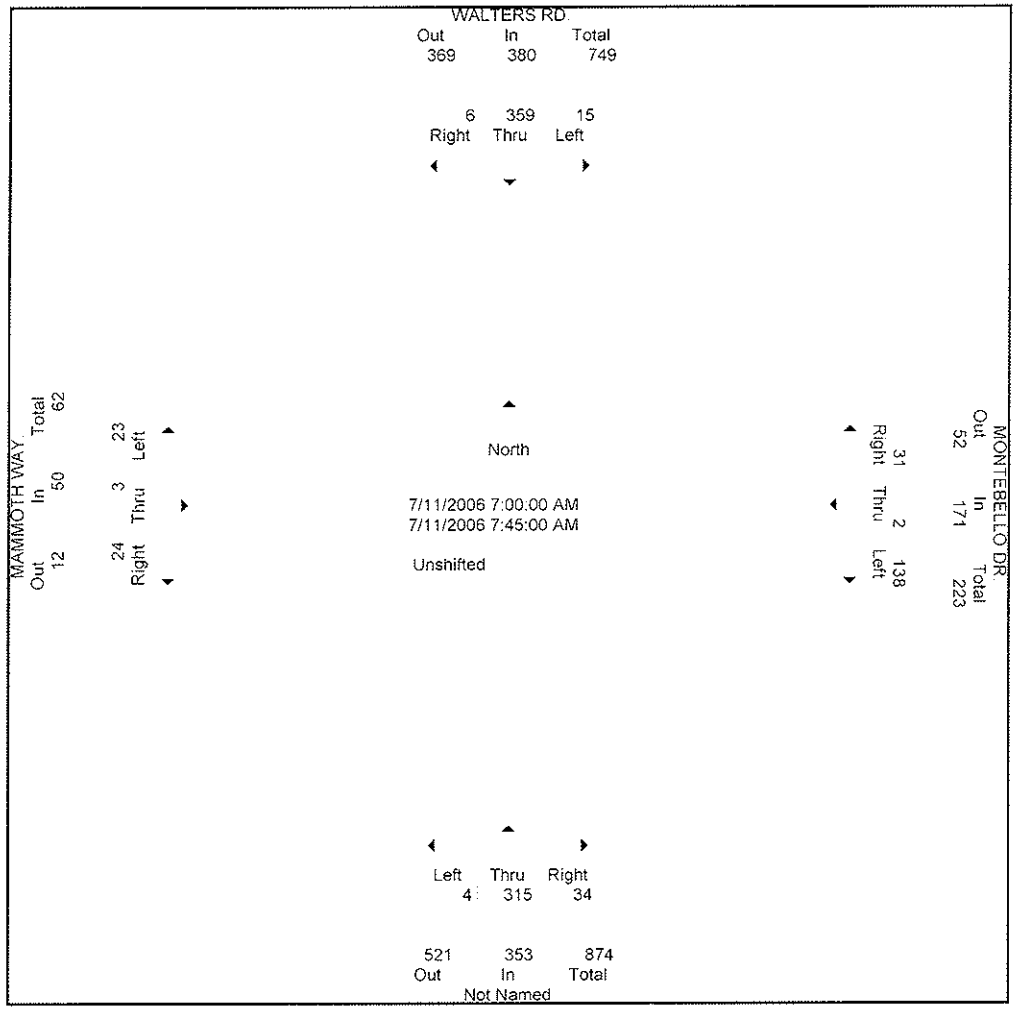

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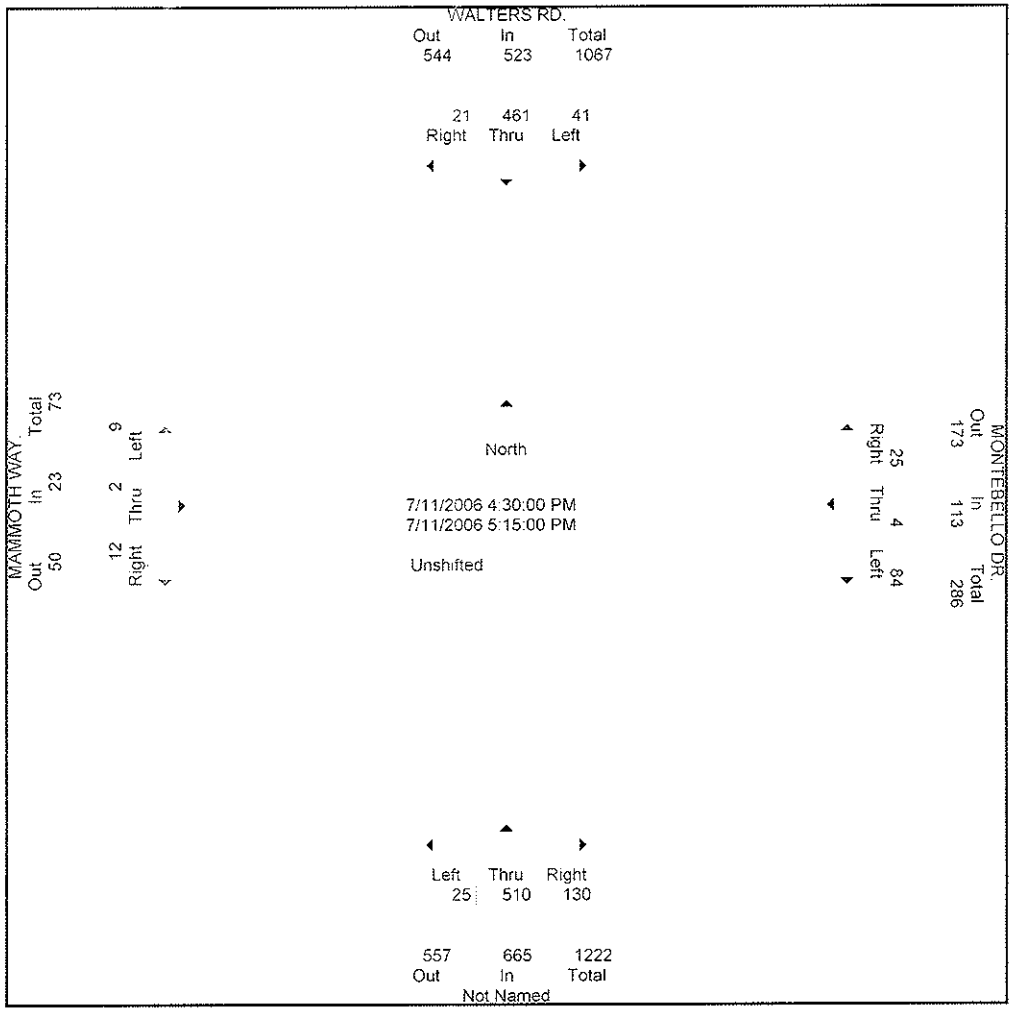
	WALTERS RD. Southbound				MONTEBELLO DR. Westbound				Northbound				MAMMOTH WAY. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	21	461	41	523	25	4	84	113	130	510	25	665	12	2	9	23	1324
Percent	4.0	88.1	7.8		22.1	3.5	74.3		19.5	76.7	3.8		52.2	8.7	39.1		
05:15 Volume	3	113	5	121	7	1	25	33	32	144	7	183	4	0	3	7	344
Peak Factor																	0.962
High Int.	04:45 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	5	120	11	136	7	1	25	33	32	144	7	183	4	0	3	7	
Peak Factor				0.961				0.856				0.908				0.821	



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	WALTERS RD. Southbound				Westbound				Northbound				PINTAIL DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	6	79	0	85	0	0	0	0	0	80	2	82	10	0	13	23	190
07:15 AM	10	94	0	104	0	0	0	0	0	97	3	100	12	0	20	32	236
07:30 AM	7	87	0	94	0	0	0	0	0	89	3	92	14	0	24	38	224
07:45 AM	16	71	0	87	0	0	0	0	0	102	4	106	5	0	19	24	217
Total	39	331	0	370	0	0	0	0	0	368	12	380	41	0	76	117	867
08:00 AM	9	89	0	98	0	0	0	0	0	65	9	74	5	0	7	12	184
08:15 AM	8	61	0	69	0	0	0	0	0	68	4	72	19	0	17	36	177
08:30 AM	7	89	0	96	0	0	0	0	0	63	4	67	8	0	12	20	183
08:45 AM	12	77	0	89	0	0	0	0	0	68	2	70	6	0	11	17	176
Total	36	316	0	352	0	0	0	0	0	264	19	283	38	0	47	85	720
04:00 PM	11	104	0	115	0	0	0	0	0	136	16	152	6	0	13	19	286
04:15 PM	14	96	0	110	0	0	0	0	0	109	10	119	8	0	12	20	249
04:30 PM	27	120	0	147	0	0	0	0	0	129	13	142	12	0	24	36	325
04:45 PM	26	129	0	155	0	0	0	0	0	100	21	121	16	0	20	36	312
Total	78	449	0	527	0	0	0	0	0	474	60	534	42	0	69	111	1172
05:00 PM	23	106	0	129	0	0	0	0	0	117	13	130	18	0	19	37	296
05:15 PM	21	111	0	132	0	0	0	0	0	136	15	151	16	0	14	30	313
05:30 PM	21	106	0	127	0	0	0	0	0	128	13	141	11	0	23	34	302
05:45 PM	27	101	0	128	0	0	0	0	0	95	21	116	10	0	15	25	269
Total	92	424	0	516	0	0	0	0	0	476	62	538	55	0	71	126	1180
Grand Total	245	1520	0	1765	0	0	0	0	0	1582	153	1735	176	0	263	439	3939
Apprch %	13.9	86.1	0.0		0.0	0.0	0.0		0.0	91.2	8.8		40.1	0.0	59.9		
Total %	6.2	38.6	0.0	44.8	0.0	0.0	0.0	0.0	0.0	40.2	3.9	44.0	4.5	0.0	6.7	11.1	

	WALTERS RD. Southbound				Westbound				Northbound				PINTAIL DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08.45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	39	331	0	370	0	0	0	0	0	368	12	380	41	0	76	117	867
Percent	10.5	89.5	0.0		0.0	0.0	0.0		0.0	96.8	3.2		35.0	0.0	65.0		
07:15 Volume	10	94	0	104	0	0	0	0	0	97	3	100	12	0	20	32	236
Peak Factor																	0.918
High Int.	07:15 AM				6:45:00 AM				07:45 AM				07:30 AM				
Volume	10	94	0	104	0	0	0	0	0	102	4	106	14	0	24	38	
Peak Factor				0.889								0.896				0.770	

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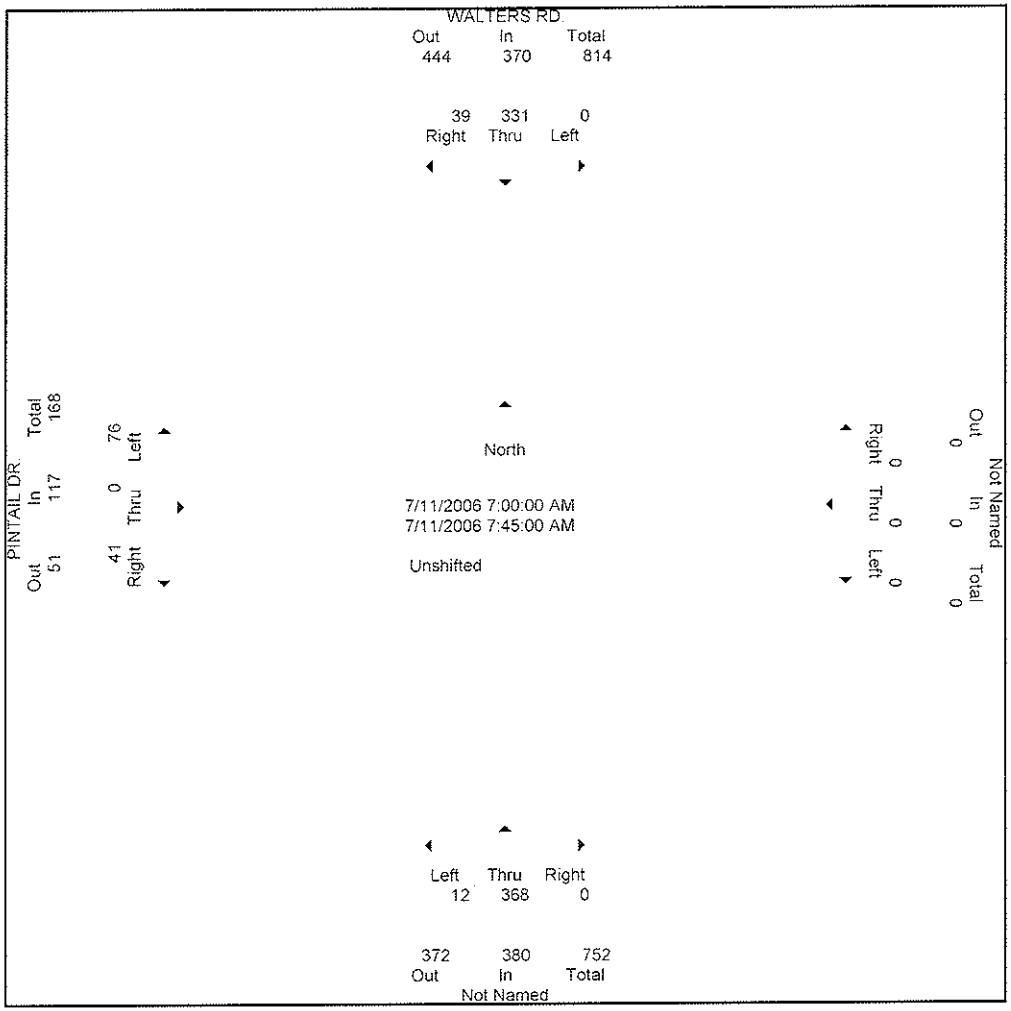

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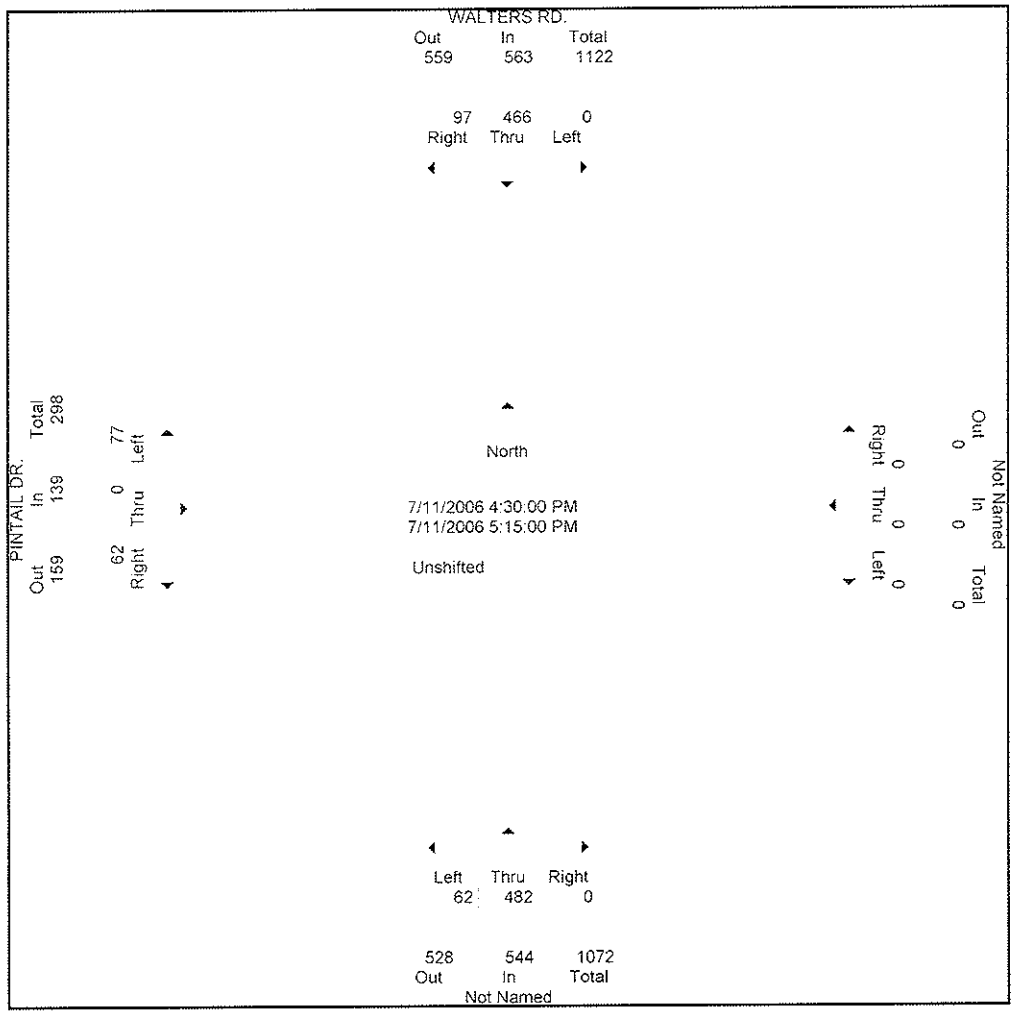
	WALTERS RD. Southbound				Westbound				Northbound				PINTAIL DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	97	466	0	563	0	0	0	0	0	482	62	544	62	0	77	139	1246
Percent	17.2	82.8	0.0		0.0	0.0	0.0		0.0	88.6	11.4		44.6	0.0	55.4		
04:30 Volume	27	120	0	147	0	0	0	0	0	129	13	142	12	0	24	36	325
Peak Factor																	0.958
High Int.	04:45 PM								05:15 PM				05:00 PM				
Volume	26	129	0	155	0	0	0	0	0	136	15	151	18	0	19	37	
Peak Factor				0.908								0.901				0.939	



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File Name : WALTERS-BELLA VISTA-F
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	WALTERS RD. Southbound				BELLA VISTA DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	3	69	4	76	8	0	16	24	0	86	0	86	0	0	21	21	207
07:15 AM	5	83	2	90	23	0	20	43	3	126	0	129	3	0	18	21	283
07:30 AM	5	68	3	76	26	0	25	51	3	98	0	101	4	2	26	32	260
07:45 AM	4	68	5	77	17	1	16	34	6	114	0	120	1	1	23	25	256
Total	17	288	14	319	74	1	77	152	12	424	0	436	8	3	88	99	1006
08:00 AM	9	86	8	103	15	0	16	31	8	63	0	71	1	1	14	16	221
08:15 AM	7	52	5	64	17	0	11	28	3	71	0	74	2	0	20	22	188
08:30 AM	1	83	6	90	10	0	13	23	7	79	0	86	1	0	13	14	213
08:45 AM	2	80	5	87	12	2	11	25	3	78	1	82	0	0	16	16	210
Total	19	301	24	344	54	2	51	107	21	291	1	313	4	1	63	68	832
04:00 PM	18	107	15	140	17	1	9	27	18	129	1	148	1	0	7	8	323
04:15 PM	28	98	14	140	16	0	10	26	15	106	0	121	0	2	21	23	310
04:30 PM	23	137	16	176	12	2	7	21	20	128	3	151	2	0	18	20	368
04:45 PM	19	147	19	185	11	0	6	17	21	95	2	118	2	0	9	11	331
Total	88	489	64	641	56	3	32	91	74	458	6	538	5	2	55	62	1332
05:00 PM	20	112	25	157	21	2	12	35	34	103	3	140	2	0	19	21	353
05:15 PM	29	123	27	179	20	2	6	28	30	120	2	152	1	2	13	16	375
05:30 PM	18	112	17	147	11	2	17	30	20	127	2	149	2	1	9	12	338
05:45 PM	24	112	19	155	20	0	10	30	21	88	1	110	2	2	8	12	307
Total	91	459	88	638	72	6	45	123	105	438	8	551	7	5	49	61	1373
Grand Total	215	1537	190	1942	256	12	205	473	212	1611	15	1838	24	11	255	290	4543
Apprch %	11.1	79.1	9.8		54.1	2.5	43.3		11.5	87.6	0.8		8.3	3.8	87.9		
Total %	4.7	33.8	4.2	42.7	5.6	0.3	4.5	10.4	4.7	35.5	0.3	40.5	0.5	0.2	5.6	6.4	

	WALTERS RD. Southbound				BELLA VISTA DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	23	305	18	346	81	1	77	159	20	401	0	421	9	4	81	94	1020
Percent	6.6	88.2	5.2		50.9	0.6	48.4		4.8	95.2	0.0		9.6	4.3	86.2		
07:15 Volume	5	83	2	90	23	0	20	43	3	126	0	129	3	0	18	21	283
Peak Factor																	0.901
High Int.	08:00 AM				07:30 AM				07:15 AM				07:30 AM				
Volume	9	86	8	103	26	0	25	51	3	126	0	129	4	2	26	32	
Peak Factor				0.840				0.779				0.816				0.734	

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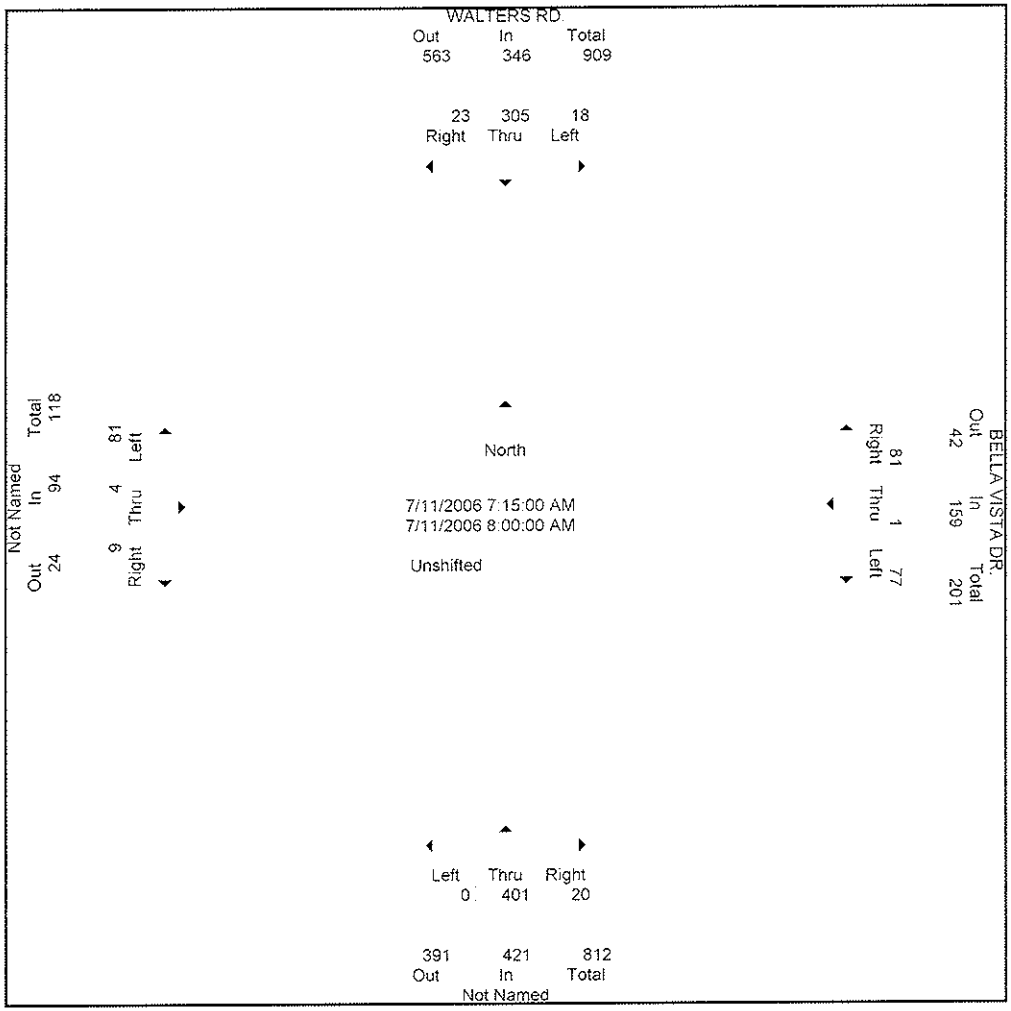

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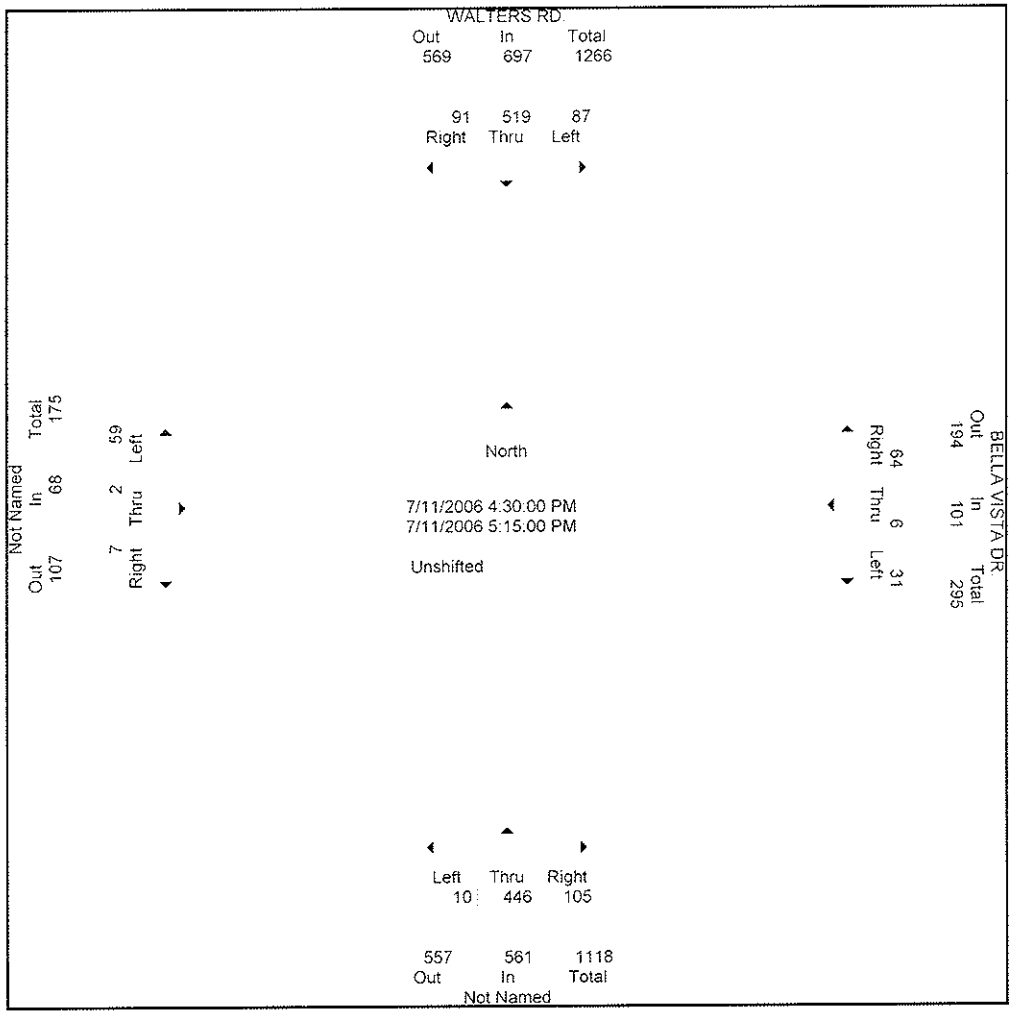
	WALTERS RD. Southbound				BELLA VISTA DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	91	519	87	697	64	6	31	101	105	446	10	561	7	2	59	68	1427
Percent	13.1	74.5	12.5		63.4	5.9	30.7		18.7	79.5	1.8		10.3	2.9	86.8		
05:15 Volume	29	123	27	179	20	2	6	28	30	120	2	152	1	2	13	16	375
Peak Factor																	0.951
High Int.	04:45 PM				05:00 PM				05:15 PM				05:00 PM				
Volume	19	147	19	185	21	2	12	35	30	120	2	152	2	0	19	21	
Peak Factor				0.942				0.721				0.923				0.810	



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File Name : WALTERS-TABOR-F
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	WALTERS RD. Southbound				E TABOR AVE. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int Total
07:00 AM	19	58	10	87	0	0	1	1	1	121	7	129	14	1	41	56	273
07:15 AM	23	79	9	111	1	1	0	2	0	160	14	174	15	3	65	83	370
07:30 AM	27	75	4	106	2	1	0	3	0	143	23	166	7	0	44	51	326
07:45 AM	29	63	7	99	1	0	0	1	0	160	15	175	13	1	33	47	322
Total	98	275	30	403	4	2	1	7	1	584	59	644	49	5	183	237	1291
08:00 AM	15	79	3	97	1	0	0	1	0	87	15	102	19	0	34	53	253
08:15 AM	20	59	4	83	0	0	0	0	0	108	16	124	14	0	31	45	252
08:30 AM	24	85	4	113	1	0	0	1	2	96	15	113	8	2	29	39	266
08:45 AM	19	75	10	104	3	1	1	5	2	103	7	112	11	4	29	44	265
Total	78	298	21	397	5	1	1	7	4	394	53	451	52	6	123	181	1036
04:00 PM	54	130	2	186	8	3	1	12	1	132	23	156	12	2	47	61	415
04:15 PM	63	149	2	214	2	1	0	3	0	142	22	164	17	1	41	59	440
04:30 PM	59	157	0	216	2	0	0	2	1	123	19	143	22	0	42	64	425
04:45 PM	72	173	3	248	5	0	0	5	2	111	15	128	23	2	58	83	464
Total	248	609	7	864	17	4	1	22	4	508	79	591	74	5	188	267	1744
05:00 PM	65	164	2	231	4	0	2	6	0	126	20	146	19	0	49	68	451
05:15 PM	58	166	0	224	0	0	0	0	0	136	18	154	19	0	39	58	436
05:30 PM	40	141	0	181	3	0	0	3	0	114	22	136	27	0	49	76	396
05:45 PM	54	147	0	201	2	0	0	2	0	104	21	125	26	1	40	67	395
Total	217	618	2	837	9	0	2	11	0	480	81	561	91	1	177	269	1678
Grand Total	641	1800	60	2501	35	7	5	47	9	1966	272	2247	266	17	671	954	5749
Apprch %	25.6	72.0	2.4		74.5	14.9	10.6		0.4	87.5	12.1		27.9	1.8	70.3		
Total %	11.1	31.3	1.0	43.5	0.6	0.1	0.1	0.8	0.2	34.2	4.7	39.1	4.6	0.3	11.7	16.6	

	WALTERS RD. Southbound				E TABOR AVE. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	98	275	30	403	4	2	1	7	1	584	59	644	49	5	183	237	1291
Percent	24.3	68.2	7.4		57.1	28.6	14.3		0.2	90.7	9.2		20.7	2.1	77.2		
07:15 Volume	23	79	9	111	1	1	0	2	0	160	14	174	15	3	65	83	370
Peak Factor																	0.872
High Int.	07:15 AM				07:30 AM				07:45 AM				07:15 AM				
Volume	23	79	9	111	2	1	0	3	0	160	15	175	15	3	65	83	
Peak Factor				0.908				0.583				0.920				0.714	

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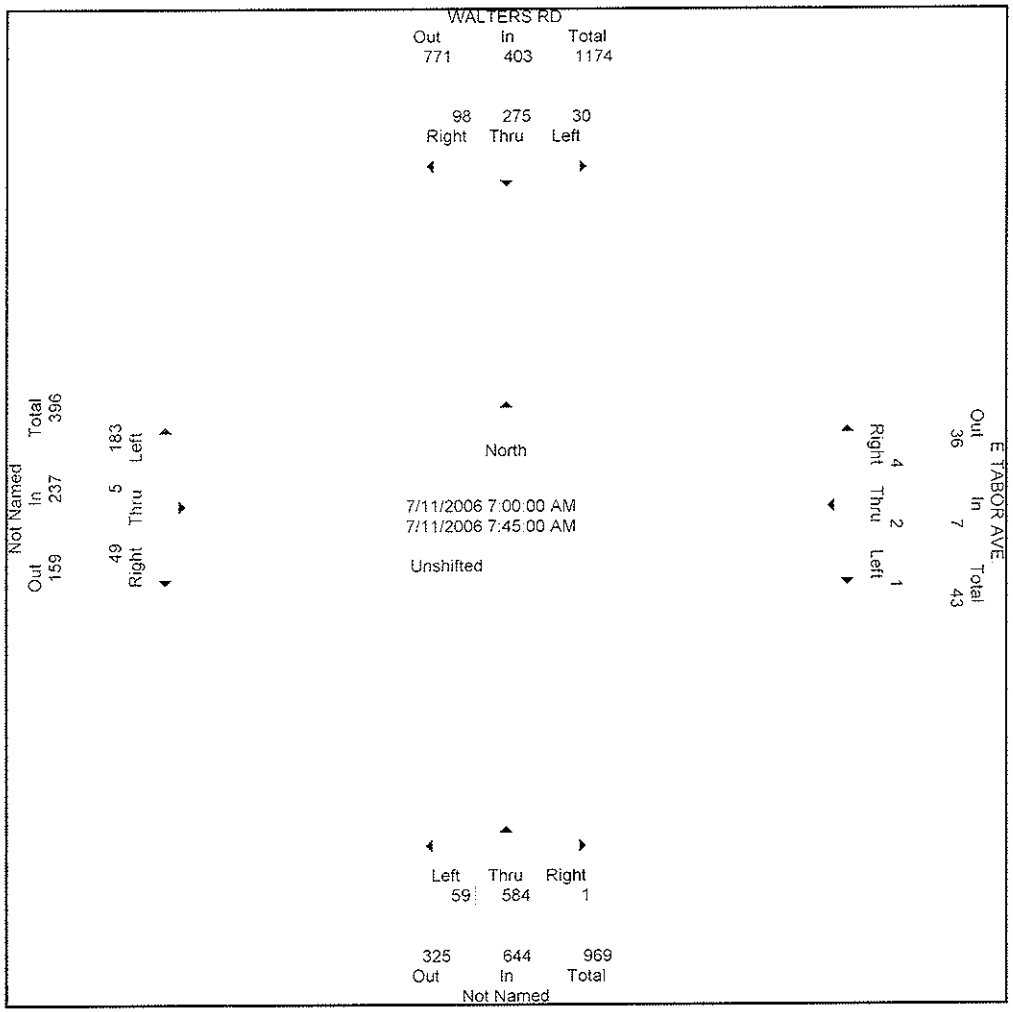

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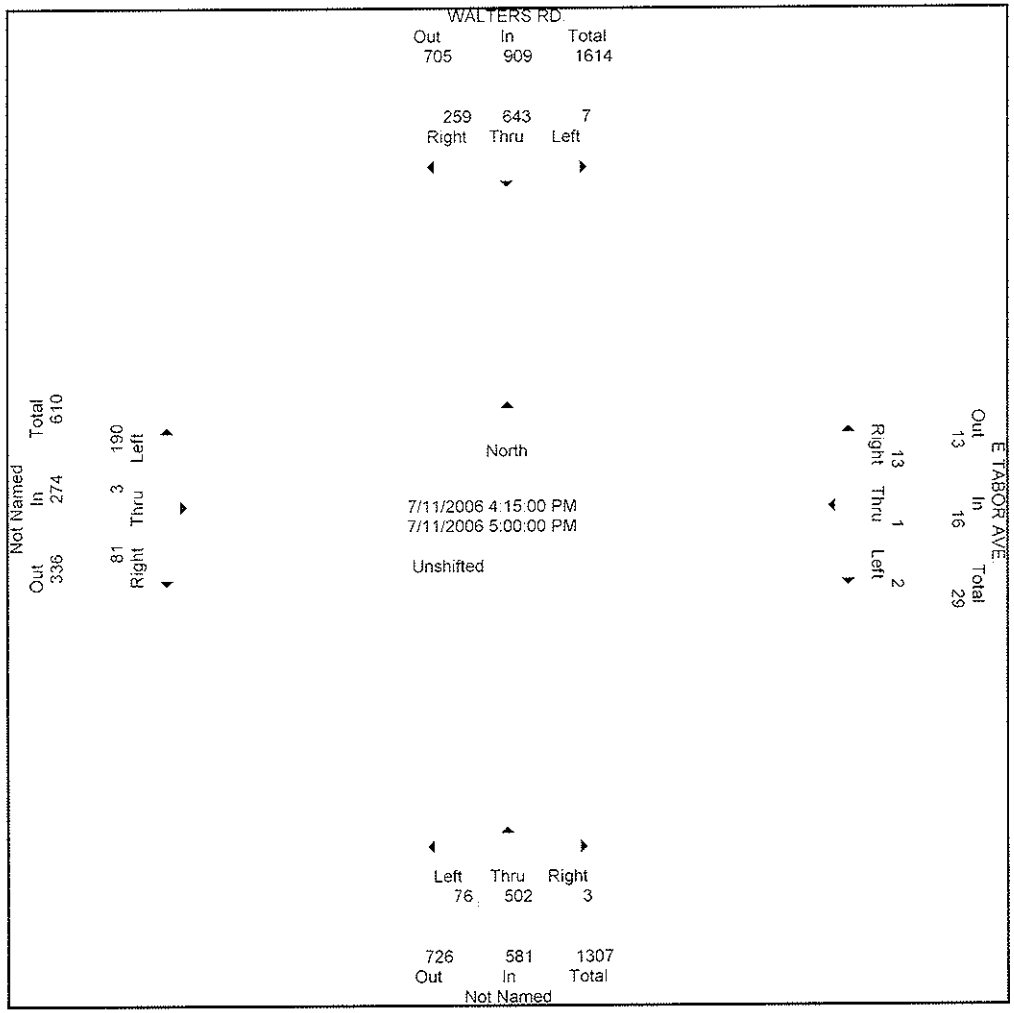
	WALTERS RD. Southbound				E TABOR AVE. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	259	643	7	909	13	1	2	16	3	502	76	581	81	3	190	274	1780
Percent	28.5	70.7	0.8		81.3	6.3	12.5		0.5	86.4	13.1		29.6	1.1	69.3		
04:45 Volume	72	173	3	248	5	0	0	5	2	111	15	128	23	2	58	83	464
Peak Factor																	0.959
High Int.	04:45 PM				05:00 PM				04:15 PM				04:45 PM				
Volume	72	173	3	248	4	0	2	6	0	142	22	164	23	2	58	83	
Peak Factor				0.916				0.667				0.886				0.825	



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	WALTERS RD. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	76	5	38	119	28	101	0	129	2	16	21	39	4	57	39	100	387
07:15 AM	89	9	52	150	33	102	0	135	0	23	26	49	3	74	45	122	456
07:30 AM	127	3	16	146	19	96	0	115	1	17	24	42	4	65	40	109	412
07:45 AM	106	7	24	137	21	104	0	125	1	18	21	40	9	77	52	138	440
Total	398	24	130	552	101	403	0	504	4	74	92	170	20	273	176	469	1695
08:00 AM	92	10	26	128	18	89	1	108	0	8	27	35	13	49	53	115	386
08:15 AM	70	5	13	88	23	94	0	117	0	10	24	34	5	64	30	99	338
08:30 AM	77	7	45	129	20	81	0	101	2	7	19	28	5	59	41	105	363
08:45 AM	67	6	21	94	21	81	0	102	1	7	19	27	2	61	45	108	331
Total	306	28	105	439	82	345	1	428	3	32	89	124	25	233	169	427	1418
04:00 PM	70	13	26	109	64	103	3	170	0	11	2	13	18	121	114	253	545
04:15 PM	105	11	28	144	42	90	0	132	0	11	10	21	21	130	102	253	550
04:30 PM	90	23	32	145	53	94	1	148	2	12	11	25	18	127	125	270	588
04:45 PM	100	20	33	153	30	70	0	100	5	10	12	27	26	134	124	284	564
Total	365	67	119	551	189	357	4	550	7	44	35	86	83	512	465	1060	2247
05:00 PM	91	21	21	133	32	92	1	125	0	9	9	18	27	124	142	293	569
05:15 PM	100	20	26	146	34	70	0	104	1	16	13	30	21	101	140	262	542
05:30 PM	87	12	32	131	39	71	0	110	0	10	16	26	31	116	133	280	547
05:45 PM	82	13	22	117	29	65	2	96	0	7	8	15	26	105	139	270	498
Total	360	66	101	527	134	298	3	435	1	42	46	89	105	446	554	1105	2156
Grand Total	1429	185	455	2069	506	1403	8	1917	15	192	262	469	233	1464	1364	3061	7516
Apprch %	69.1	8.9	22.0		26.4	73.2	0.4		3.2	40.9	55.9		7.6	47.8	44.6		
Total %	19.0	2.5	6.1	27.5	6.7	18.7	0.1	25.5	0.2	2.6	3.5	6.2	3.1	19.5	18.1	40.7	

	WALTERS RD. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int. Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	398	24	130	552	101	403	0	504	4	74	92	170	20	273	176	469	1695
Percent	72.1	4.3	23.6		20.0	80.0	0.0		2.4	43.5	54.1		4.3	58.2	37.5		
07:15 Volume	89	9	52	150	33	102	0	135	0	23	26	49	3	74	45	122	456
Peak Factor																	0.929
High Int.	07:15 AM				07:15 AM				07:15 AM				07:45 AM				
Volume	89	9	52	150	33	102	0	135	0	23	26	49	9	77	52	138	
Peak Factor				0.920				0.933				0.867				0.850	

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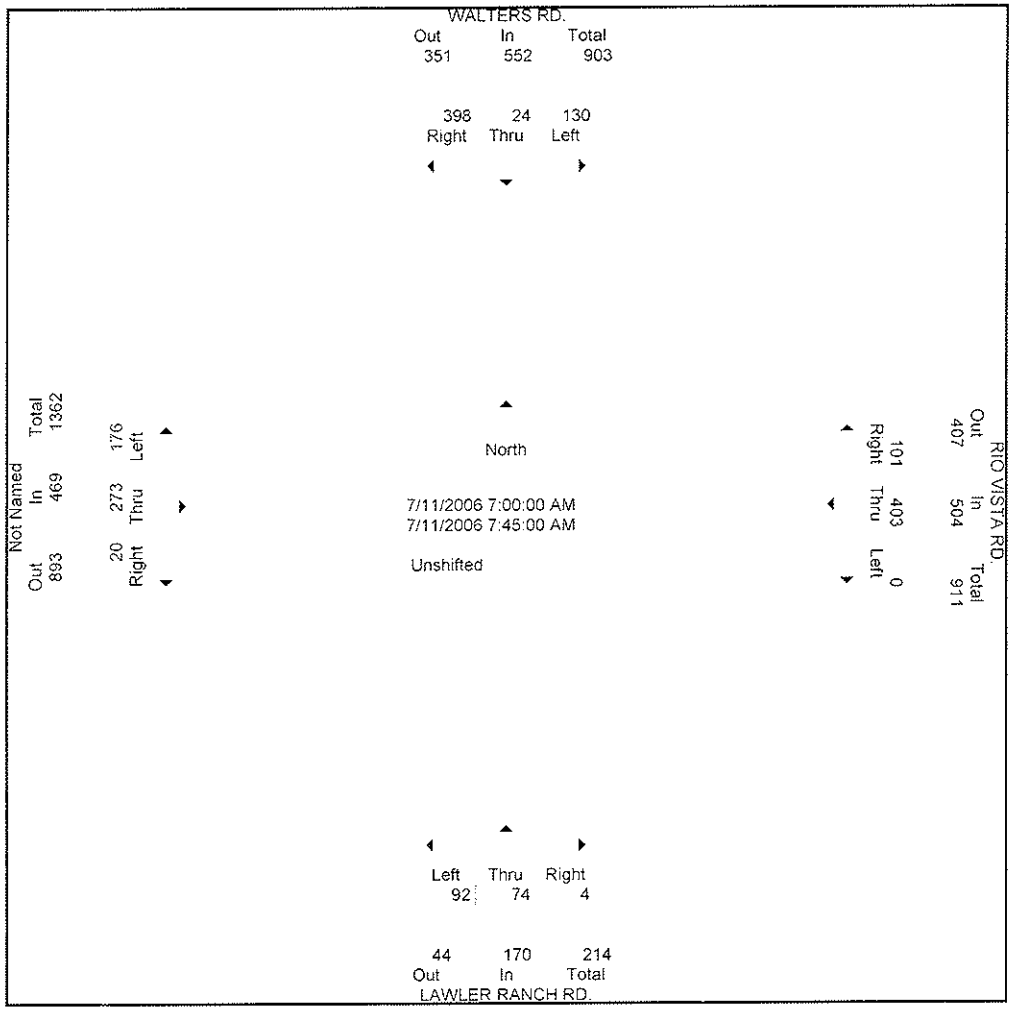

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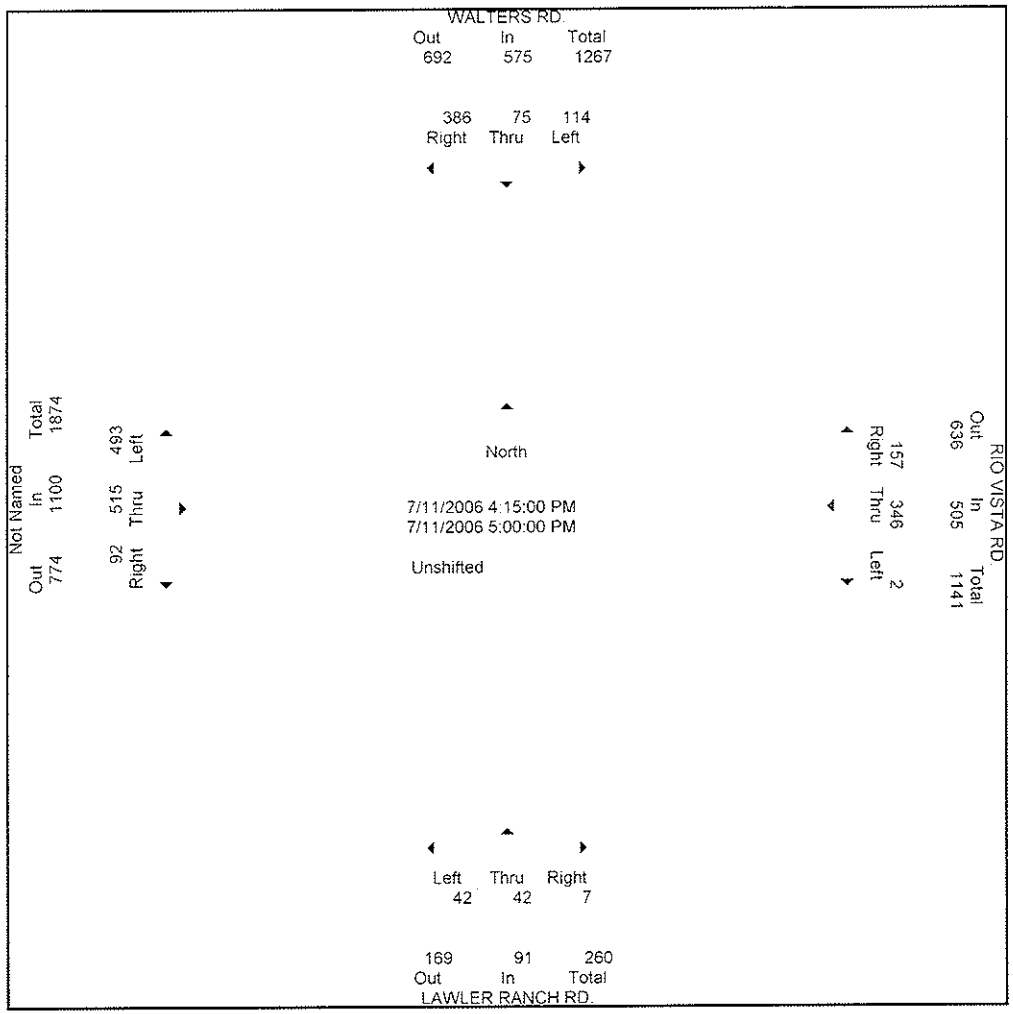
	WALTERS RD. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection 04:15 PM																	
Volume	386	75	114	575	157	346	2	505	7	42	42	91	92	515	493	1100	2271
Percent	67.1	13.0	19.8		31.1	68.5	0.4		7.7	46.2	46.2		8.4	46.8	44.8		
04:30 Volume	90	23	32	145	53	94	1	148	2	12	11	25	18	127	125	270	588
Peak Factor																	0.966
High Int.	04:45 PM				04:30 PM				04:45 PM				05:00 PM				
Volume	100	20	33	153	53	94	1	148	5	10	12	27	27	124	142	293	
Peak Factor				0.940				0.853				0.843				0.939	



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	WALTERS RD. Southbound				AIR BASE PKWY. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	18	34	0	52	1	56	29	86	104	18	28	150	41	211	28	280	568
07:15 AM	28	21	1	50	3	73	47	123	166	20	44	230	44	265	32	341	744
07:30 AM	38	22	2	62	3	123	59	185	93	26	57	176	37	196	26	259	682
07:45 AM	40	23	2	65	5	62	42	109	112	35	61	208	47	156	51	254	636
Total	124	100	5	229	12	314	177	503	475	99	190	764	169	828	137	1134	2630
08:00 AM	31	24	0	55	1	91	42	134	70	27	46	143	38	115	20	173	505
08:15 AM	29	8	0	37	0	81	49	130	77	27	42	146	35	130	17	182	495
08:30 AM	25	25	0	50	2	104	64	170	61	16	42	119	45	126	19	190	529
08:45 AM	25	20	0	45	4	74	56	134	81	22	50	153	34	135	15	184	516
Total	110	77	0	187	7	350	211	568	289	92	180	561	152	506	71	729	2045
04:00 PM	27	32	1	60	0	204	111	315	103	35	44	182	54	114	25	193	750
04:15 PM	38	36	0	74	6	213	114	333	107	36	66	209	56	116	25	197	813
04:30 PM	65	43	3	111	2	258	155	415	90	35	46	171	52	126	32	210	907
04:45 PM	54	41	1	96	4	269	172	445	90	37	41	168	49	126	24	199	908
Total	184	152	5	341	12	944	552	1508	390	143	197	730	211	482	106	799	3378
05:00 PM	42	57	1	100	5	221	106	332	103	46	52	201	62	142	29	233	866
05:15 PM	45	46	0	91	4	189	124	317	100	30	53	183	51	144	25	220	811
05:30 PM	43	36	2	81	1	179	106	286	93	35	45	173	55	143	21	219	759
05:45 PM	39	40	1	80	2	165	118	285	87	28	41	156	52	136	20	208	729
Total	169	179	4	352	12	754	454	1220	383	139	191	713	220	565	95	880	3165
Grand Total	587	508	14	1109	43	2362	1394	3799	1537	473	758	2768	752	2381	409	3542	11218
Apprch %	52.9	45.8	1.3		1.1	62.2	36.7		55.5	17.1	27.4		21.2	67.2	11.5		
Total %	5.2	4.5	0.1	9.9	0.4	21.1	12.4	33.9	13.7	4.2	6.8	24.7	6.7	21.2	3.6	31.6	

	WALTERS RD. Southbound				AIR BASE PKWY. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	124	100	5	229	12	314	177	503	475	99	190	764	169	828	137	1134	2630
Percent	54.1	43.7	2.2		2.4	62.4	35.2		62.2	13.0	24.9		14.9	73.0	12.1		
07:15 Volume	28	21	1	50	3	73	47	123	166	20	44	230	44	265	32	341	744
Peak Factor																	0.884
High Int.	07:45 AM				07:30 AM				07:15 AM				07:15 AM				
Volume	40	23	2	65	3	123	59	185	166	20	44	230	44	265	32	341	
Peak Factor				0.881				0.680				0.830				0.831	

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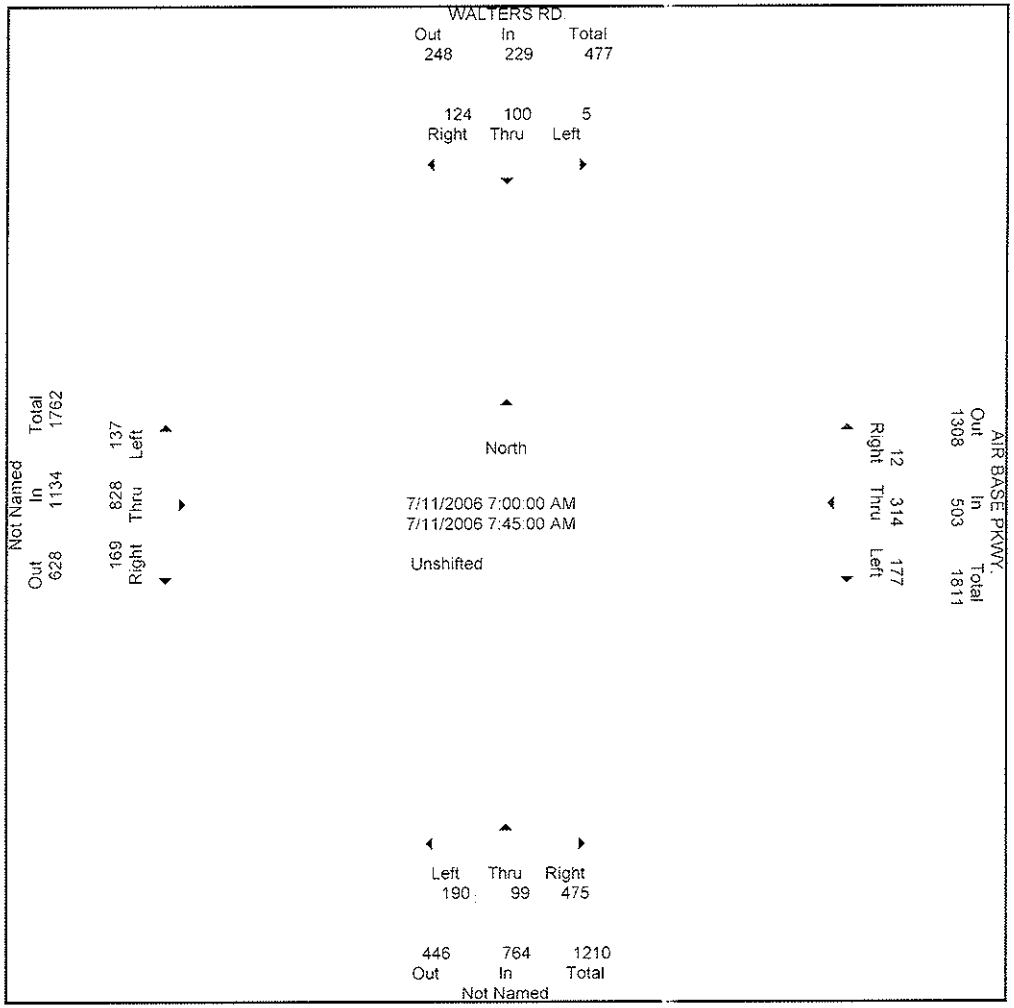

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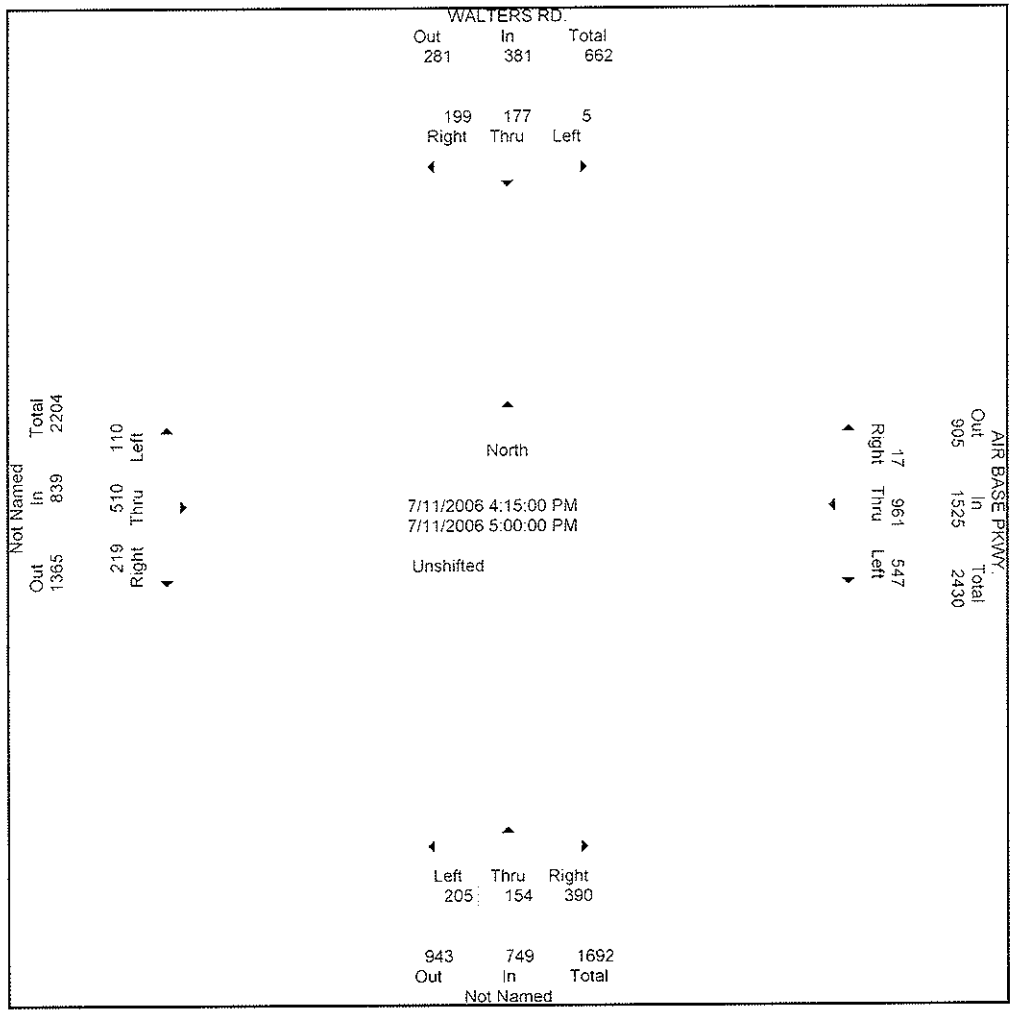
	WALTERS RD. Southbound				AIR BASE PKWY. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection 04:15 PM																	
Volume	199	177	5	381	17	961	547	1525	390	154	205	749	219	510	110	839	3494
Percent	52.2	46.5	1.3		1.1	63.0	35.9		52.1	20.6	27.4		26.1	60.8	13.1		
04:45 Volume	54	41	1	96	4	269	172	445	90	37	41	168	49	126	24	199	908
Peak Factor																	0.962
High Int.	04:30 PM				04:45 PM				04:15 PM				05:00 PM				
Volume	65	43	3	111	4	269	172	445	107	36	66	209	62	142	29	233	
Peak Factor				0.858				0.857				0.896				0.900	



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	FULMAR DR. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	0	0	12	12	1	0	0	1	0	0	0	0	0	0	0	0	13
07:15 AM	0	0	9	9	1	0	0	1	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	5	5	2	0	0	2	0	0	0	0	0	0	0	0	7
07:45 AM	0	0	7	7	1	0	0	1	0	0	0	0	0	0	0	0	8
Total	0	0	33	33	5	0	0	5	0	0	0	0	0	0	0	0	38
08:00 AM	0	0	9	9	4	0	0	4	0	0	0	0	0	0	0	0	13
08:15 AM	0	0	3	3	3	0	0	3	0	0	0	0	0	0	0	0	6
08:30 AM	0	0	8	8	4	0	0	4	0	0	1	1	0	0	0	0	13
08:45 AM	0	0	2	2	10	0	0	10	0	0	0	0	0	0	0	0	12
Total	0	0	22	22	21	0	0	21	0	0	1	1	0	0	0	0	44
04:00 PM	0	0	8	8	8	0	0	8	0	0	0	0	0	0	0	0	16
04:15 PM	0	0	6	6	8	0	0	8	0	0	0	0	0	0	0	0	14
04:30 PM	0	0	5	5	9	0	0	9	0	0	0	0	0	0	0	0	14
04:45 PM	0	0	6	6	10	0	0	10	0	0	0	0	0	0	0	0	16
Total	0	0	25	25	35	0	0	35	0	0	0	0	0	0	0	0	60
05:00 PM	0	0	7	7	11	0	0	11	0	0	0	0	0	0	0	0	18
05:15 PM	0	0	8	8	16	0	0	16	0	0	0	0	0	0	0	0	24
05:30 PM	0	0	6	6	14	0	0	14	0	0	0	0	0	0	0	0	20
05:45 PM	0	0	3	3	13	0	0	13	0	0	0	0	0	0	0	0	16
Total	0	0	24	24	54	0	0	54	0	0	0	0	0	0	0	0	78
Grand Total	0	0	104	104	115	0	0	115	0	0	1	1	0	0	0	0	220
Apprch %	0.0	0.0	100.0		100.0	0.0	0.0		0.0	0.0	100.0		0.0	0.0	0.0		
Total %	0.0	0.0	47.3	47.3	52.3	0.0	0.0	52.3	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	

	FULMAR DR. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	0	22	22	21	0	0	21	0	0	1	1	0	0	0	0	44
Percent	0.0	0.0	100.0		100.0	0.0	0.0		0.0	0.0	100.0		0.0	0.0	0.0		
08:30 Volume	0	0	8	8	4	0	0	4	0	0	1	1	0	0	0	0	13
Peak Factor																	0.846
High Int.	08:00 AM				08:45 AM				08:30 AM				6:45:00 AM				
Volume	0	0	9	9	10	0	0	10	0	0	1	1					
Peak Factor				0.611				0.525				0.250					

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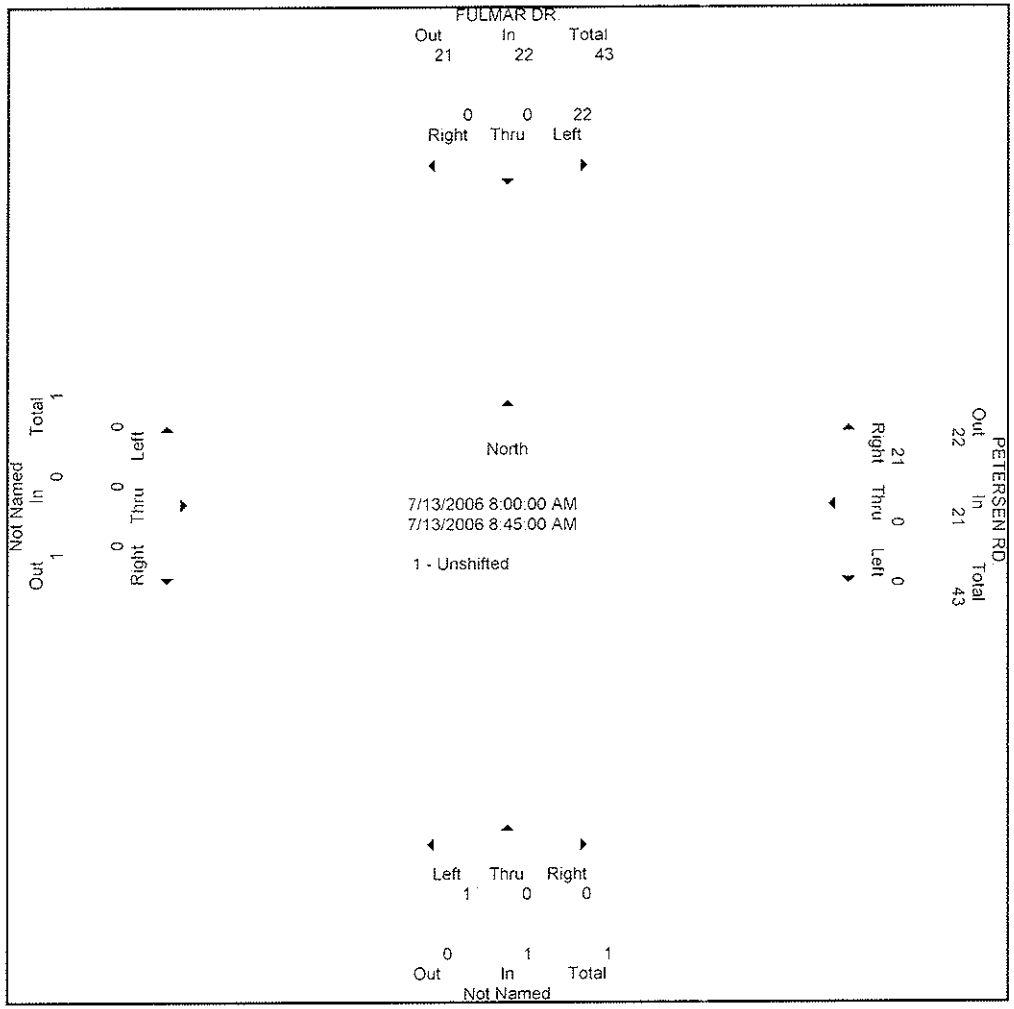

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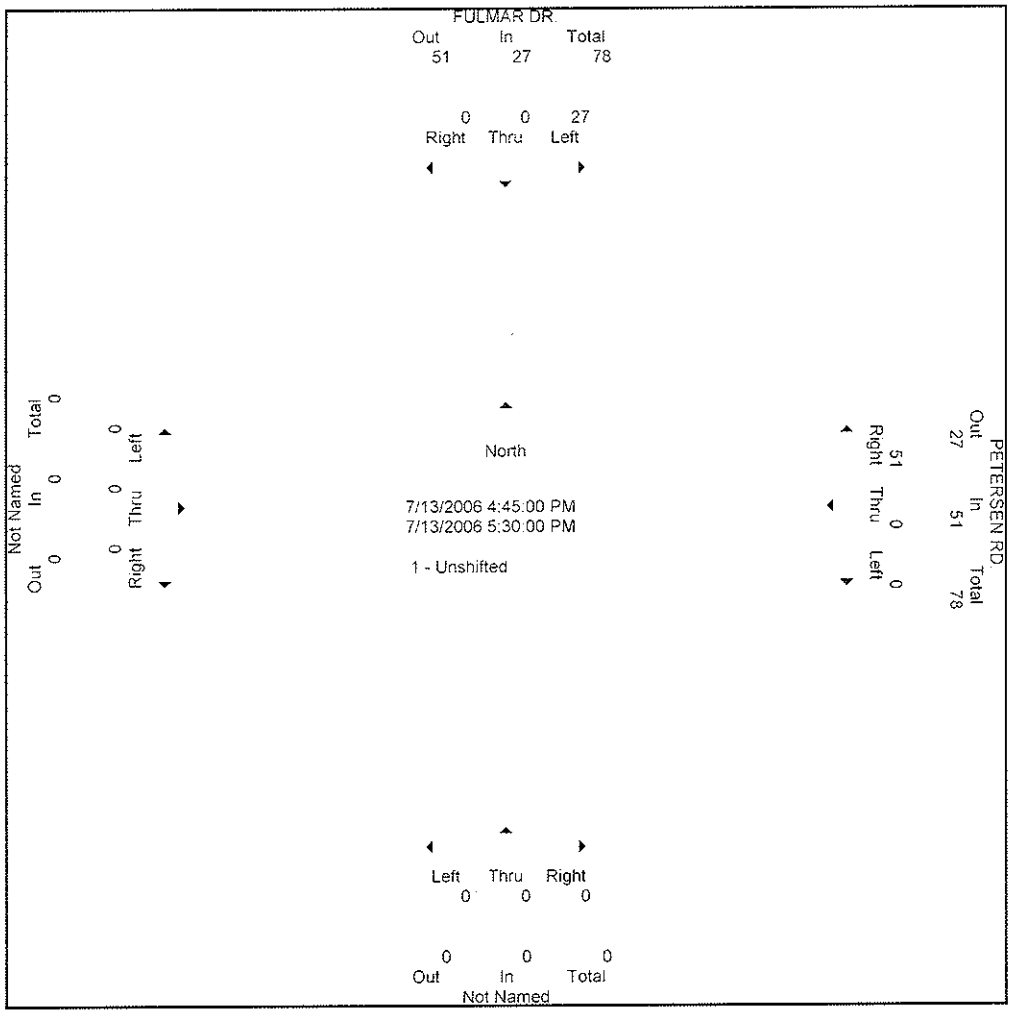
	FULMAR DR. Southbound				PETERSEN RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	0	0	27	27	51	0	0	51	0	0	0	0	0	0	0	0	78
Percent	0.0	0.0	100.0		100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
05:15 Volume	0	0	8	8	16	0	0	16	0	0	0	0	0	0	0	0	24
Peak Factor																	0.813
High Int.	05:15 PM				05:15 PM												
Volume	0	0	8	8	16	0	0	16									
Peak Factor				0.844				0.797									



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	EMPEROR DR. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH PKWY. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	43	1	2	46	1	197	1	199	2	4	32	38	12	97	11	120	403
07:15 AM	51	1	3	55	3	260	4	267	3	2	34	39	7	109	9	125	486
07:30 AM	62	5	7	74	1	289	3	293	2	5	48	55	8	89	13	110	532
07:45 AM	45	6	3	54	1	262	3	266	1	4	37	42	10	129	17	156	518
Total	201	13	15	229	6	1008	11	1025	8	15	151	174	37	424	50	511	1939
08:00 AM	40	2	2	44	2	258	4	264	5	2	28	35	14	108	16	138	481
08:15 AM	41	1	4	46	1	205	1	207	5	7	41	53	13	84	14	111	417
08:30 AM	43	2	5	50	1	203	3	207	1	4	47	52	12	110	25	147	456
08:45 AM	42	1	4	47	4	192	2	198	3	0	33	36	15	98	13	126	407
Total	166	6	15	187	8	858	10	876	14	13	149	176	54	400	68	522	1761
04:00 PM	36	3	0	39	5	181	7	193	0	3	25	28	33	259	64	356	616
04:15 PM	42	1	2	45	4	178	6	188	4	5	27	36	35	247	75	357	626
04:30 PM	37	3	0	40	1	220	5	226	3	6	26	35	37	257	66	360	661
04:45 PM	37	6	4	47	7	182	3	192	8	6	31	45	38	267	87	392	676
Total	152	13	6	171	17	761	21	799	15	20	109	144	143	1030	292	1465	2579
05:00 PM	31	5	1	37	3	189	1	193	6	2	26	34	38	279	60	377	641
05:15 PM	29	5	5	39	6	204	6	216	8	6	27	41	59	261	74	394	690
05:30 PM	30	4	2	36	8	154	7	169	7	4	24	35	46	272	93	411	651
05:45 PM	39	3	4	46	3	154	0	157	4	8	28	40	52	265	89	406	649
Total	129	17	12	158	20	701	14	735	25	20	105	150	195	1077	316	1588	2631
Grand Total	648	49	48	745	51	3328	56	3435	62	68	514	644	429	2931	726	4086	8910
Apprch %	87.0	6.6	6.4		1.5	96.9	1.6		9.6	10.6	79.8		10.5	71.7	17.8		
Total %	7.3	0.5	0.5	8.4	0.6	37.4	0.6	38.6	0.7	0.8	5.8	7.2	4.8	32.9	8.1	45.9	

	EMPEROR DR. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH PKWY. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	198	14	15	227	7	1069	14	1090	11	13	147	171	39	435	55	529	2017
Percent	87.2	6.2	6.6		0.6	98.1	1.3		6.4	7.6	86.0		7.4	82.2	10.4		
07:30 Volume	62	5	7	74	1	289	3	293	2	5	48	55	8	89	13	110	532
Peak Factor																	0.948
High Int.	07:30 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	62	5	7	74	1	289	3	293	2	5	48	55	10	129	17	156	
Peak Factor				0.767				0.930				0.777				0.848	

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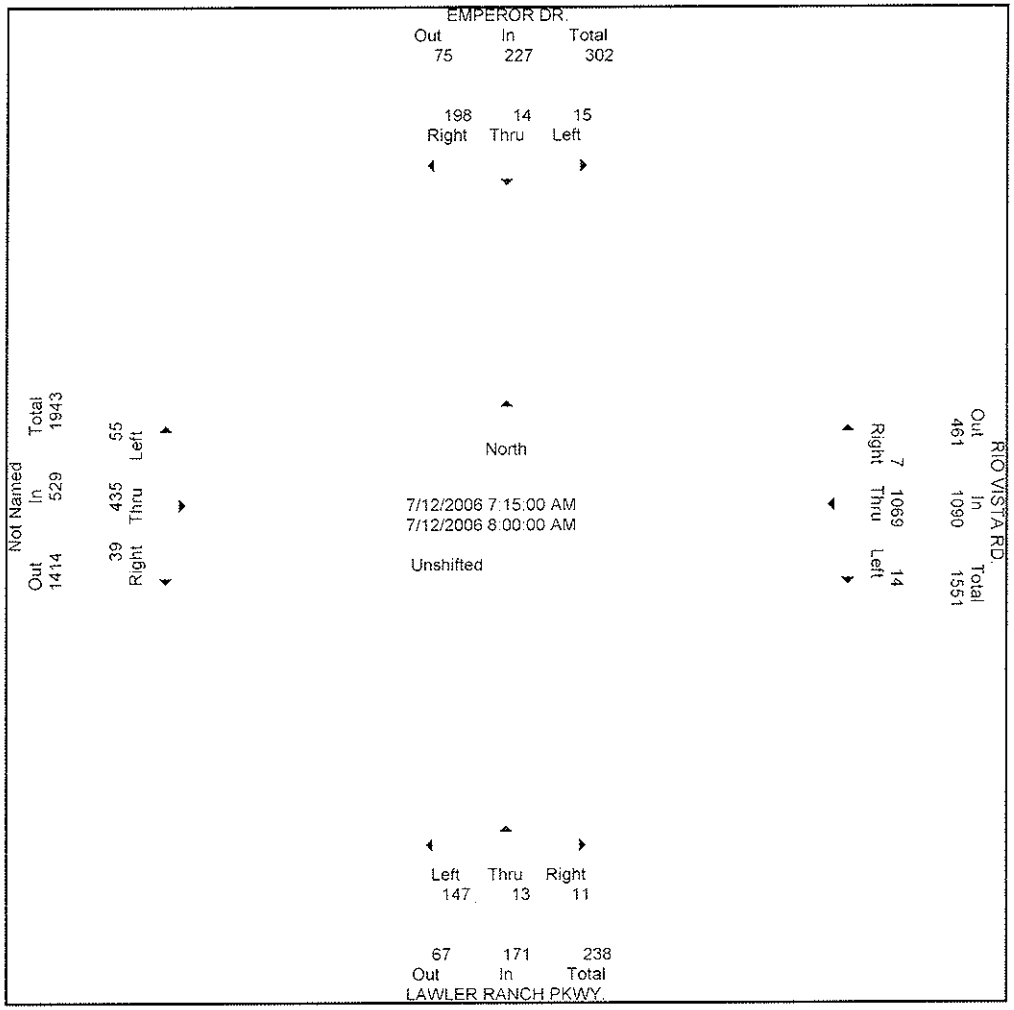

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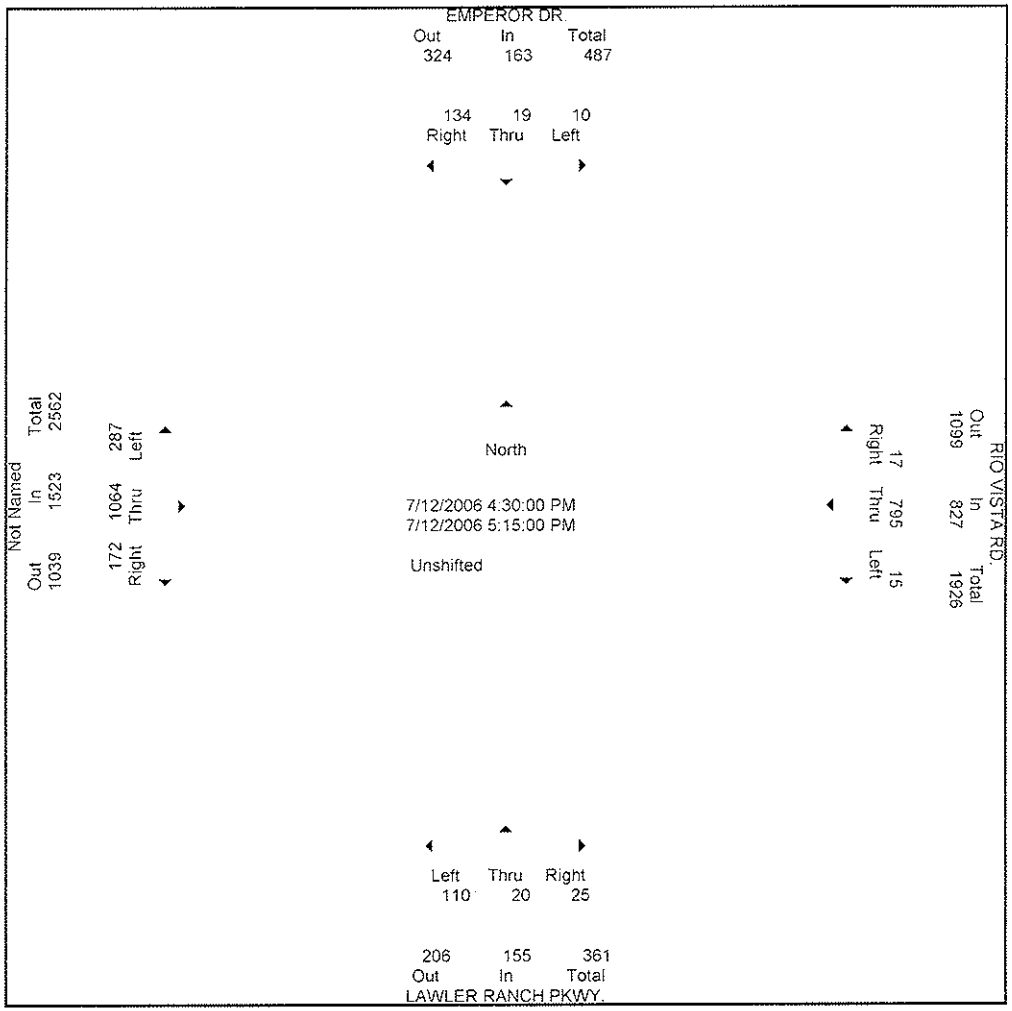
	EMPEROR DR. Southbound				RIO VISTA RD. Westbound				LAWLER RANCH PKWY. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	134	19	10	163	17	795	15	827	25	20	110	155	172	1064	287	1523	2668
Percent	82.2	11.7	6.1		2.1	96.1	1.8		16.1	12.9	71.0		11.3	69.9	18.8		
05:15 Volume	29	5	5	39	6	204	6	216	8	6	27	41	59	261	74	394	690
Peak Factor																	0.967
High Int.	04:45 PM				04:30 PM				04:45 PM				05:15 PM				
Volume	37	6	4	47	1	220	5	226	8	6	31	45	59	261	74	394	
Peak Factor				0.867				0.915				0.861				0.966	



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File Name : MARINA-RIO VISTA-F
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	MARINA BLVD. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	91	2	2	95	4	309	2	315	7	5	8	20	5	126	23	154	584
07:15 AM	136	4	0	140	8	377	6	391	3	7	9	19	1	157	34	192	742
07:30 AM	191	8	3	202	9	412	8	429	6	7	14	27	1	152	21	174	832
07:45 AM	164	5	1	170	6	419	8	433	4	9	14	27	2	210	30	242	872
Total	582	19	6	607	27	1517	24	1568	20	28	45	93	9	645	108	762	3030
08:00 AM	134	12	3	149	7	379	4	390	5	19	7	31	1	155	47	203	773
08:15 AM	91	10	1	102	3	326	6	335	5	2	8	15	2	171	41	214	666
08:30 AM	98	9	3	110	9	314	4	327	8	4	9	21	1	198	40	239	697
08:45 AM	59	1	4	64	7	326	5	338	4	3	8	15	1	172	31	204	621
Total	382	32	11	425	26	1345	19	1390	22	28	32	82	5	696	159	860	2757
04:00 PM	43	11	7	61	18	265	9	292	16	10	8	34	5	442	93	540	927
04:15 PM	30	8	5	43	11	228	9	248	8	13	4	25	8	450	113	571	887
04:30 PM	41	8	5	54	12	268	18	298	13	10	9	32	3	453	95	551	935
04:45 PM	75	12	9	96	10	266	14	290	19	18	2	39	7	452	135	594	1019
Total	189	39	26	254	51	1027	50	1128	56	51	23	130	23	1797	436	2256	3768
05:00 PM	70	9	8	87	7	283	10	300	22	27	10	59	4	451	114	569	1015
05:15 PM	48	7	8	63	3	230	14	247	18	15	7	40	5	490	126	621	971
05:30 PM	50	9	6	65	8	240	14	262	33	16	7	56	6	475	114	595	978
05:45 PM	56	10	7	73	14	233	20	267	23	20	4	47	3	466	118	587	974
Total	224	35	29	288	32	986	58	1076	96	78	28	202	18	1882	472	2372	3938
Grand Total	1377	125	72	1574	136	4875	151	5162	194	185	128	507	55	5020	1175	6250	13493
Apprch %	87.5	7.9	4.6		2.6	94.4	2.9		38.3	36.5	25.2		0.9	80.3	18.8		
Total %	10.2	0.9	0.5	11.7	1.0	36.1	1.1	38.3	1.4	1.4	0.9	3.8	0.4	37.2	8.7	46.3	

	MARINA BLVD. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	625	29	7	661	30	1587	26	1643	18	42	44	104	5	674	132	811	3219
Percent	94.6	4.4	1.1		1.8	96.6	1.6		17.3	40.4	42.3		0.6	83.1	16.3		
07:45 Volume	164	5	1	170	6	419	8	433	4	9	14	27	2	210	30	242	872
Peak Factor																	0.923
High Int.	07:30 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	191	8	3	202	6	419	8	433	5	19	7	31	2	210	30	242	
Peak Factor				0.818				0.949				0.839				0.838	

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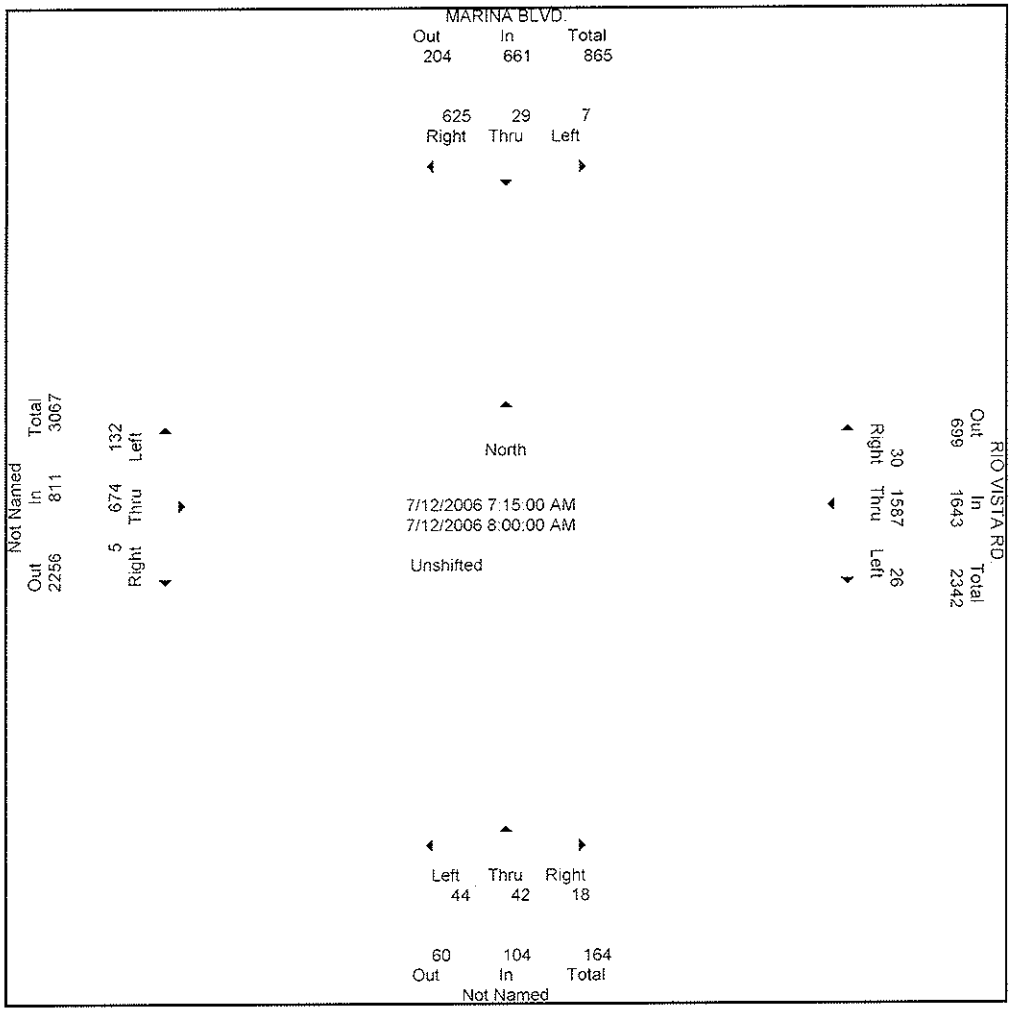

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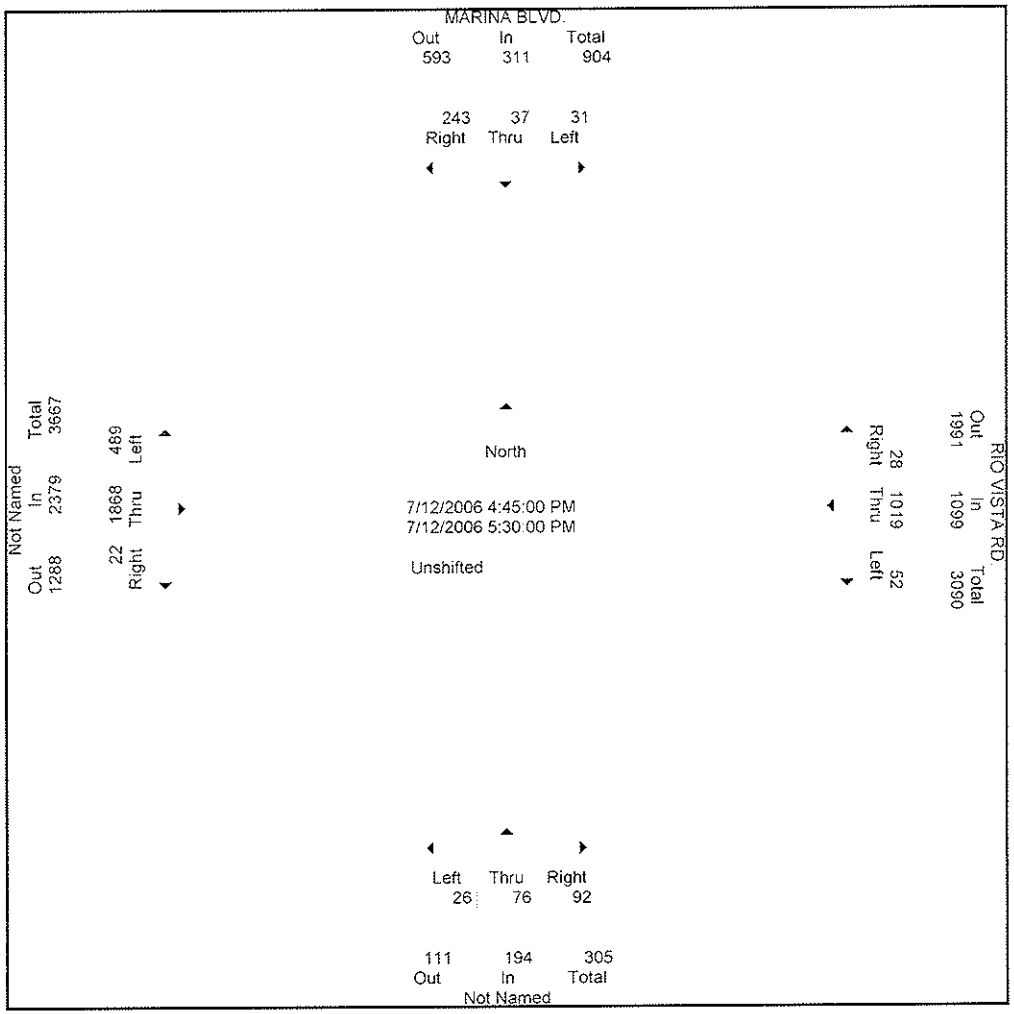
	MARINA BLVD. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	243	37	31	311	28	1019	52	1099	92	76	26	194	22	1868	489	2379	3983
Percent	78.1	11.9	10.0		2.5	92.7	4.7		47.4	39.2	13.4		0.9	78.5	20.6		
04:45 Volume	75	12	9	96	10	266	14	290	19	18	2	39	7	452	135	594	1019
Peak Factor																	0.977
High Int.	04:45 PM				05:00 PM				05:00 PM				05:15 PM				
Volume	75	12	9	96	7	283	10	300	22	27	10	59	5	490	126	621	
Peak Factor				0.810				0.916				0.822				0.958	



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SUISUN CITY

File Name : sun-pintail-f
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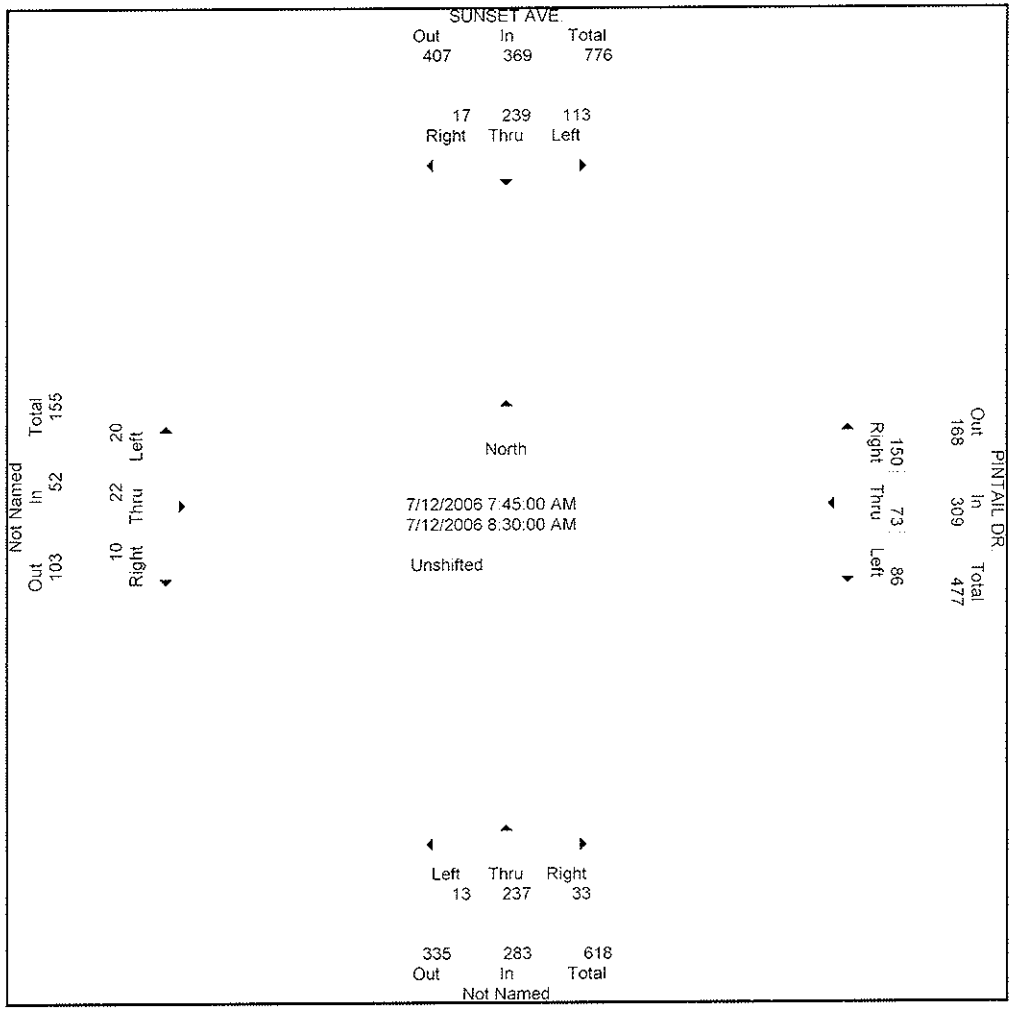
	SUNSET AVE. Southbound				PINTAIL DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	3	38	13	54	26	16	24	66	4	32	0	36	0	5	10	15	171
07:15 AM	4	41	12	57	19	16	32	67	3	34	0	37	1	3	12	16	177
07:30 AM	3	46	14	63	44	30	18	92	11	46	2	59	3	4	5	12	226
07:45 AM	6	43	35	84	53	28	27	108	8	53	3	64	2	5	5	12	268
Total	16	168	74	258	142	90	101	333	26	165	5	196	6	17	32	55	842
08:00 AM	3	72	30	105	30	19	21	70	3	48	4	55	2	8	7	17	247
08:15 AM	3	57	27	87	36	12	14	62	6	70	5	81	1	6	7	14	244
08:30 AM	5	67	21	93	31	14	24	69	16	66	1	83	5	3	1	9	254
08:45 AM	3	60	25	88	27	8	20	55	14	58	5	77	1	5	5	11	231
Total	14	256	103	373	124	53	79	256	39	242	15	296	9	22	20	51	976
04:00 PM	9	87	41	137	36	14	22	72	20	138	1	159	3	11	7	21	389
04:15 PM	7	101	47	155	30	19	21	70	19	129	9	157	11	13	7	31	413
04:30 PM	10	89	46	145	19	15	25	59	26	121	5	152	3	10	8	21	377
04:45 PM	7	96	29	132	27	12	22	61	24	136	7	167	7	11	8	26	386
Total	33	373	163	569	112	60	90	262	89	524	22	635	24	45	30	99	1565
05:00 PM	17	107	75	199	39	15	22	76	32	146	7	185	8	15	7	30	490
05:15 PM	10	101	52	163	37	18	22	77	26	137	3	166	8	15	14	37	443
05:30 PM	9	94	53	156	44	13	14	71	32	143	7	182	1	9	11	21	430
05:45 PM	8	91	56	155	43	13	31	87	20	119	4	143	6	15	11	32	417
Total	44	393	236	673	163	59	89	311	110	545	21	676	23	54	43	120	1780
Grand Total	107	1190	576	1873	541	262	359	1162	264	1476	63	1803	62	138	125	325	5163
Apprch %	5.7	63.5	30.8		46.6	22.5	30.9		14.6	81.9	3.5		19.1	42.5	38.5		
Total %	2.1	23.0	11.2	36.3	10.5	5.1	7.0	22.5	5.1	28.6	1.2	34.9	1.2	2.7	2.4	6.3	

	SUNSET AVE. Southbound				PINTAIL DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	17	239	113	369	150	73	86	309	33	237	13	283	10	22	20	52	1013
Percent	4.6	64.8	30.6		48.5	23.6	27.8		11.7	83.7	4.6		19.2	42.3	38.5		
07:45 Volume	6	43	35	84	53	28	27	108	8	53	3	64	2	5	5	12	268
Peak Factor																	0.945
High Int.	08:00 AM				07:45 AM				08:30 AM				08:00 AM				
Volume	3	72	30	105	53	28	27	108	16	66	1	83	2	8	7	17	
Peak Factor				0.879				0.715				0.852				0.765	



Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

Intersection	05:00 PM																
Volume	44	393	236	673	163	59	89	311	110	545	21	676	23	54	43	120	1780
Percent	6.5	58.4	35.1		52.4	19.0	28.6		16.3	80.6	3.1		19.2	45.0	35.8		
05:00 Volume	17	107	75	199	39	15	22	76	32	146	7	185	8	15	7	30	490
Peak Factor																	0.908
High Int.	05:00 PM				05:45 PM				05:00 PM				05:15 PM				
Volume	17	107	75	199	43	13	31	87	32	146	7	185	8	15	14	37	
Peak Factor				0.845				0.894				0.914				0.811	

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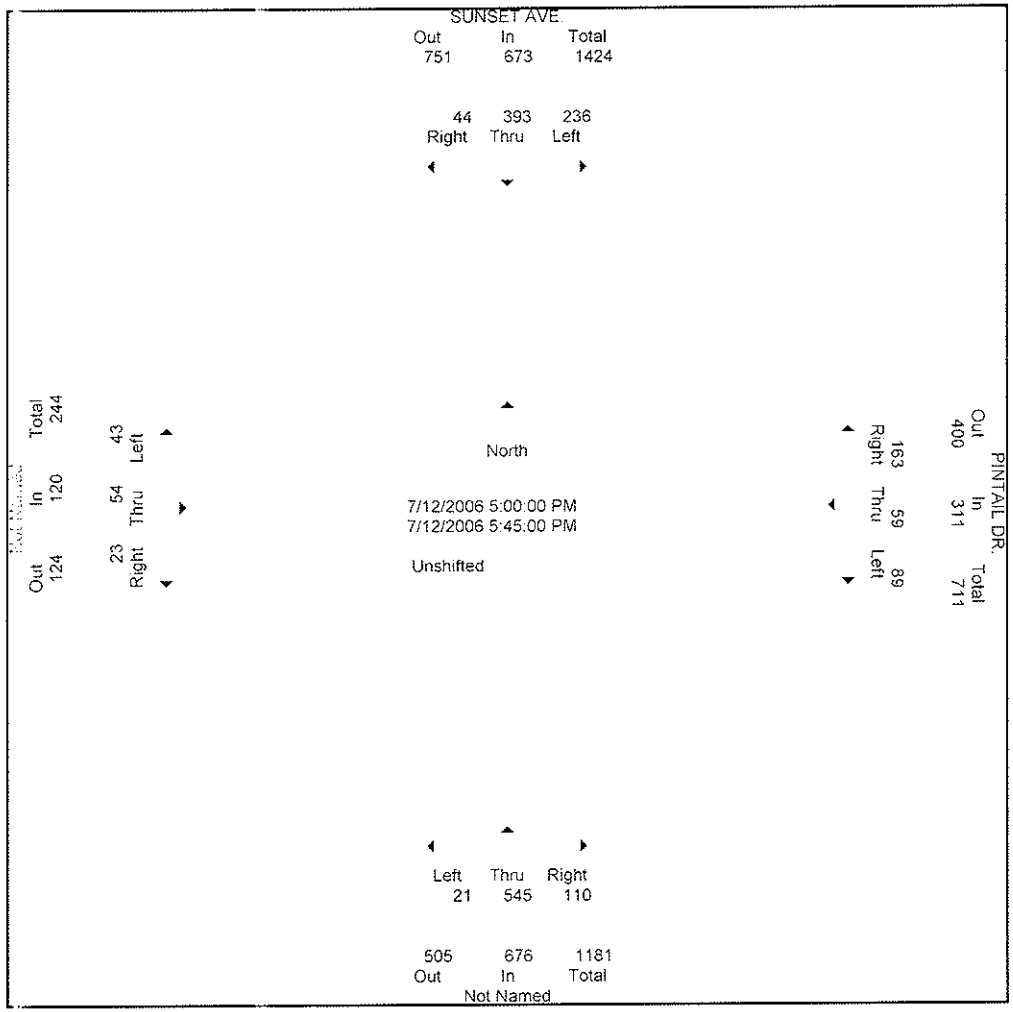

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	SUNSET AVE. Southbound				RIO VISTA RD. Westbound				GRIZZLY ISLAND RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	45	4	13	62	15	182	6	203	1	4	22	27	6	97	35	138	430
07:15 AM	77	10	11	98	20	303	4	327	1	3	10	14	11	107	44	162	601
07:30 AM	76	5	17	98	14	320	5	339	0	7	15	22	10	93	59	162	621
07:45 AM	78	7	16	101	20	316	3	339	3	9	23	35	7	130	64	201	676
Total	276	26	57	359	69	1121	18	1208	5	23	70	98	34	427	202	663	2328
08:00 AM	89	11	21	121	18	299	7	324	3	6	24	33	7	119	40	166	644
08:15 AM	63	8	20	91	27	225	8	260	2	8	16	26	8	109	45	162	539
08:30 AM	77	5	18	100	17	251	7	275	1	11	12	24	10	123	90	223	622
08:45 AM	67	11	19	97	22	234	4	260	4	6	14	24	6	97	68	171	552
Total	296	35	78	409	84	1009	26	1119	10	31	66	107	31	448	243	722	2357
04:00 PM	71	12	53	136	42	178	11	231	2	17	21	40	29	288	148	465	872
04:15 PM	65	8	34	107	33	178	10	221	4	16	16	36	28	302	152	482	846
04:30 PM	61	4	73	138	52	211	16	279	3	14	14	31	21	309	137	467	915
04:45 PM	55	15	47	117	35	181	14	230	5	13	10	28	20	321	144	485	860
Total	252	39	207	498	162	748	51	961	14	60	61	135	98	1220	581	1899	3493
05:00 PM	92	13	52	157	31	194	11	236	4	11	23	38	22	298	158	478	909
05:15 PM	52	13	67	132	65	169	20	254	6	18	12	36	26	334	146	506	928
05:30 PM	80	14	53	147	36	178	24	238	4	21	17	42	34	310	164	508	935
05:45 PM	66	15	65	146	49	167	13	229	5	18	15	38	28	323	147	498	911
Total	290	55	237	582	181	708	68	957	19	68	67	154	110	1265	615	1990	3683
Grand Total	1114	155	579	1848	496	3586	163	4245	48	182	264	494	273	3360	1641	5274	11861
Apprch %	60.3	8.4	31.3		11.7	84.5	3.8		9.7	36.8	53.4		5.2	63.7	31.1		
Total %	9.4	1.3	4.9	15.6	4.2	30.2	1.4	35.8	0.4	1.5	2.2	4.2	2.3	28.3	13.8	44.5	

	SUNSET AVE. Southbound				RIO VISTA RD. Westbound				GRIZZLY ISLAND RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07 00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	320	33	65	418	72	1238	19	1329	7	25	72	104	35	449	207	691	2542
Percent	76.6	7.9	15.6		5.4	93.2	1.4		6.7	24.0	69.2		5.1	65.0	30.0		
07:45 Volume	78	7	16	101	20	316	3	339	3	9	23	35	7	130	64	201	676
Peak Factor																	0.940
High Int.	08:00 AM				07:30 AM				07:45 AM				07:45 AM				
Volume	89	11	21	121	14	320	5	339	3	9	23	35	7	130	64	201	
Peak Factor				0.864				0.980				0.743				0.859	

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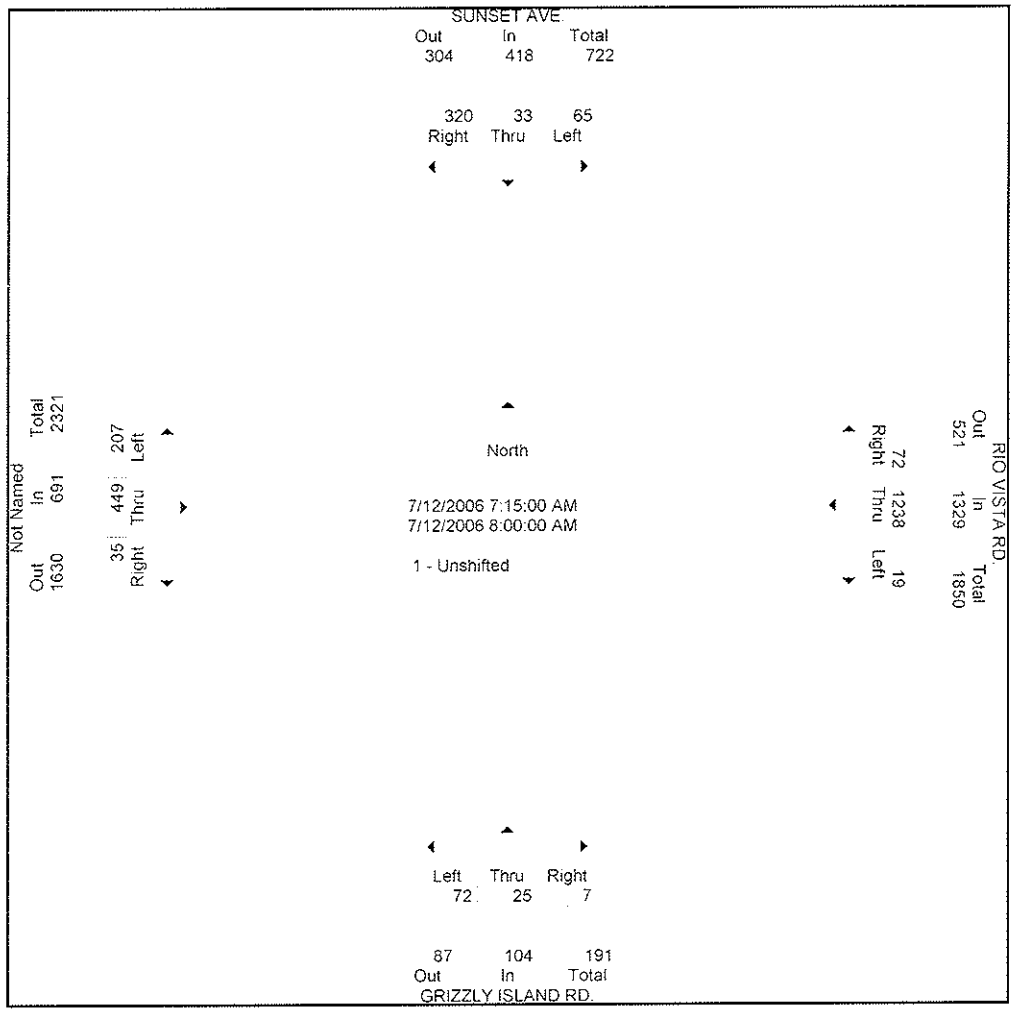

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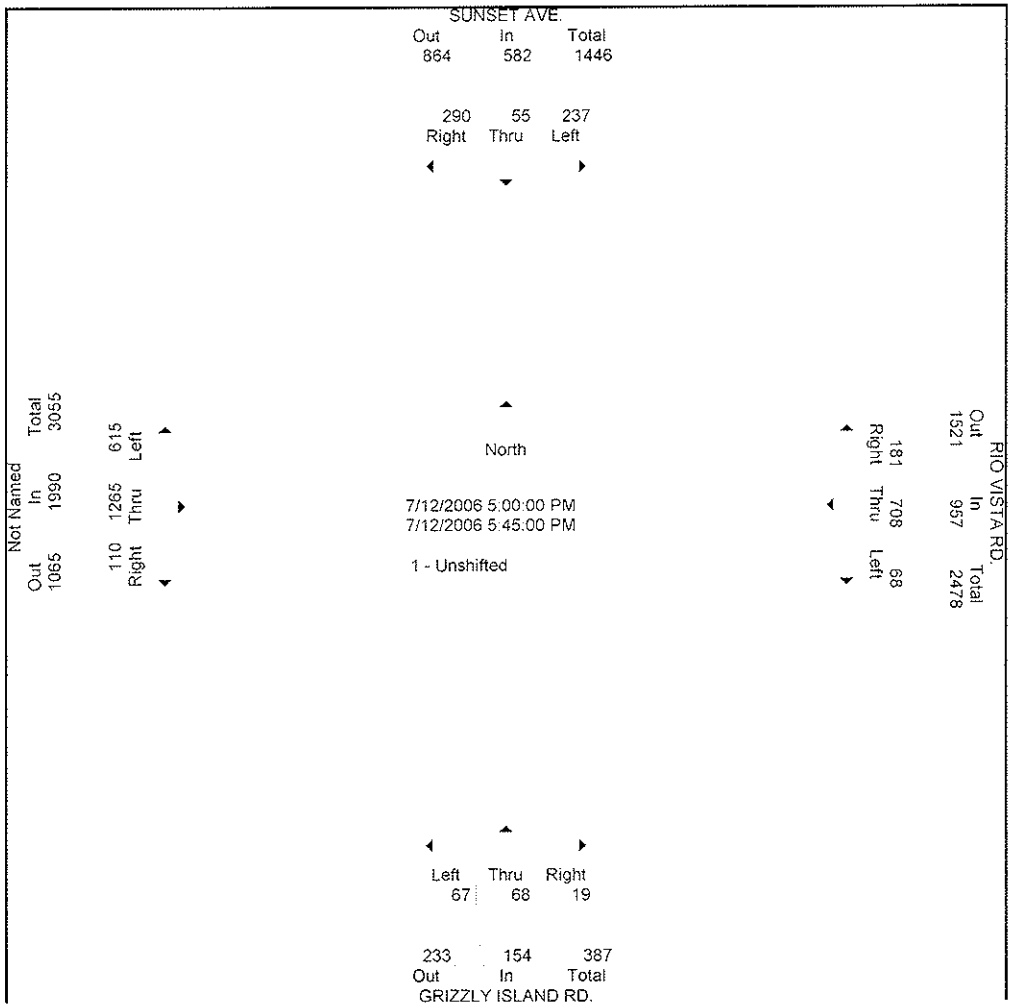
	SUNSET AVE. Southbound				RIO VISTA RD. Westbound				GRIZZLY ISLAND RD. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	290	55	237	582	181	708	68	957	19	68	67	154	110	1265	615	1990	3683
Percent	49.8	9.5	40.7		18.9	74.0	7.1		12.3	44.2	43.5		5.5	63.6	30.9		
05:30 Volume	80	14	53	147	36	178	24	238	4	21	17	42	34	310	164	508	935
Peak Factor																	0.985
High Int.	05:00 PM				05:15 PM				05:30 PM				05:30 PM				
Volume	92	13	52	157	65	169	20	254	4	21	17	42	34	310	164	508	
Peak Factor				0.927				0.942				0.917				0.979	



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File Name : EMPEROR-PINTAIL-F
Site Code : 00000000
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	EMPEROR DR. Southbound				PINTAIL DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	12	11	0	23	0	14	8	22	4	5	7	16	5	16	2	23	84
07:15 AM	14	7	1	22	0	20	15	35	1	5	10	16	7	21	3	31	104
07:30 AM	13	19	2	34	0	38	14	52	7	5	16	28	12	20	5	37	151
07:45 AM	12	12	0	24	2	40	17	59	9	4	8	21	5	14	8	27	131
Total	51	49	3	103	2	112	54	168	21	19	41	81	29	71	18	118	470
08:00 AM	9	11	1	21	2	23	8	33	5	7	5	17	9	20	4	33	104
08:15 AM	12	7	1	20	0	31	11	42	10	1	15	26	10	25	7	42	130
08:30 AM	8	8	2	18	0	24	7	31	12	6	12	30	13	22	7	42	121
08:45 AM	6	11	0	17	1	21	8	30	6	3	8	17	6	19	2	27	91
Total	35	37	4	76	3	99	34	136	33	17	40	90	38	86	20	144	446
04:00 PM	11	10	0	21	1	31	10	42	31	25	6	62	12	33	14	59	184
04:15 PM	6	8	0	14	1	22	14	37	33	17	12	62	10	38	14	62	175
04:30 PM	5	8	1	14	1	27	9	37	28	11	11	50	9	53	14	76	177
04:45 PM	11	10	1	22	0	41	7	48	36	21	22	79	12	42	11	65	214
Total	33	36	2	71	3	121	40	164	128	74	51	253	43	166	53	262	750
05:00 PM	10	6	1	17	0	34	11	45	29	14	12	55	22	66	17	105	222
05:15 PM	8	5	2	15	2	25	10	37	34	12	18	64	15	53	14	82	198
05:30 PM	7	4	1	12	1	40	7	48	35	27	21	83	21	53	17	91	234
05:45 PM	8	19	1	28	1	40	10	51	39	19	25	83	16	43	10	69	231
Total	33	34	5	72	4	139	38	181	137	72	76	285	74	215	58	347	885
Grand Total	152	156	14	322	12	471	166	649	319	182	208	709	184	538	149	871	2551
Apprch %	47.2	48.4	4.3		1.8	72.6	25.6		45.0	25.7	29.3		21.1	61.8	17.1		
Total %	6.0	6.1	0.5	12.6	0.5	18.5	6.5	25.4	12.5	7.1	8.2	27.8	7.2	21.1	5.8	34.1	

	EMPEROR DR. Southbound				PINTAIL DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App. Total	Int Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	46	49	4	99	4	132	50	186	31	17	44	92	36	79	24	139	516
Percent	46.5	49.5	4.0		2.2	71.0	26.9		33.7	18.5	47.8		25.9	56.8	17.3		
07:30 Volume	13	19	2	34	0	38	14	52	7	5	16	28	12	20	5	37	151
Peak Factor																	0.854
High Int.	07:30 AM				07:45 AM				07:30 AM				08:15 AM				
Volume	13	19	2	34	2	40	17	59	7	5	16	28	10	25	7	42	
Peak Factor				0.728				0.788				0.821				0.827	

All Traffic Data
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File Name : EMPEROR-PINTAIL-F
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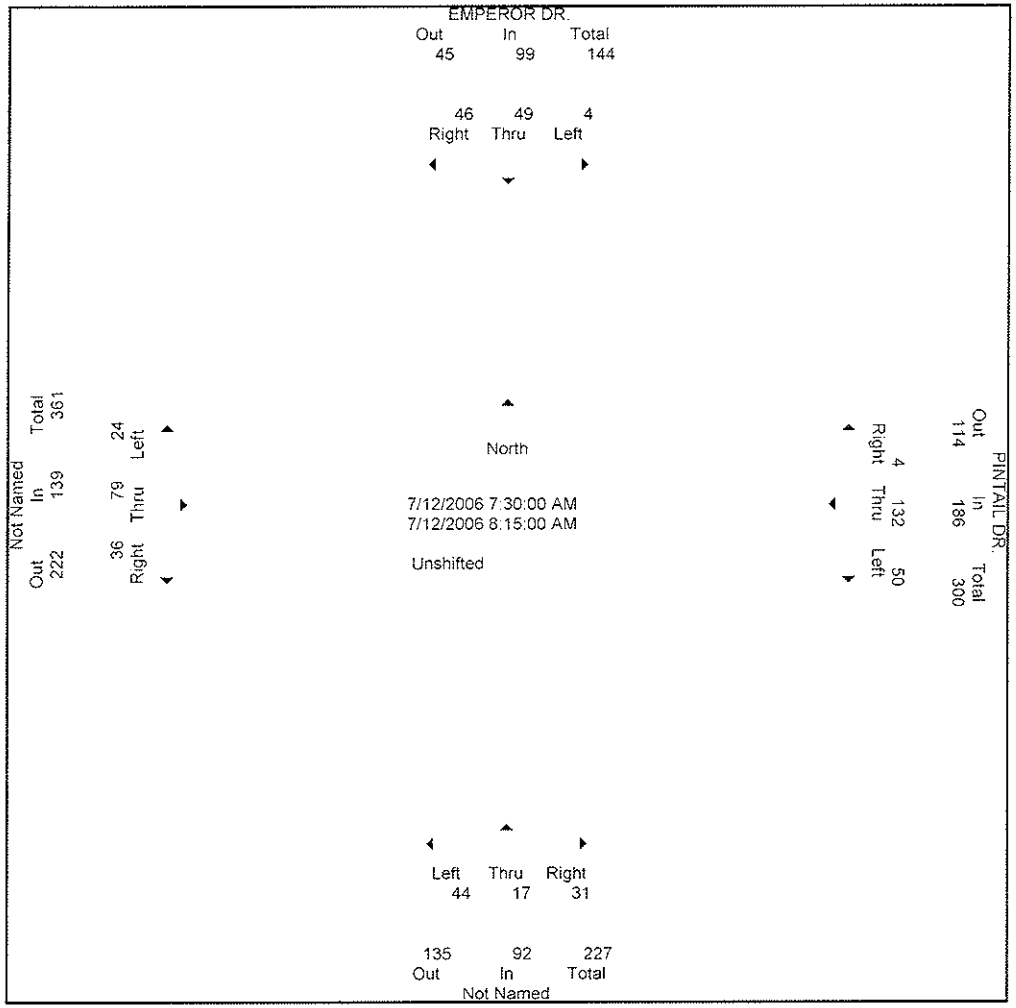

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File Name : EMPEROR-PINTAIL-F
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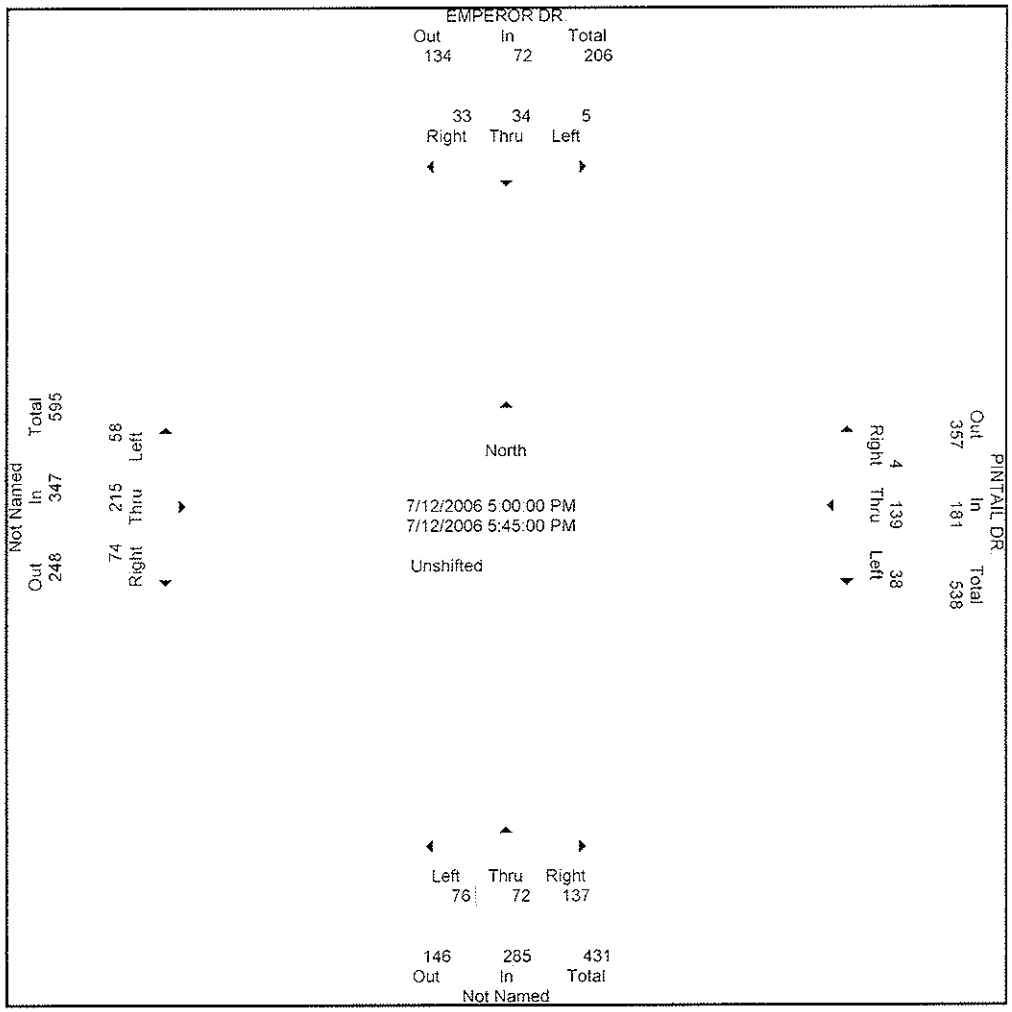
	EMPEROR DR. Southbound				PINTAIL DR. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	33	34	5	72	4	139	38	181	137	72	76	285	74	215	58	347	885
Percent	45.8	47.2	6.9		2.2	76.8	21.0		48.1	25.3	26.7		21.3	62.0	16.7		
05:30 Volume	7	4	1	12	1	40	7	48	35	27	21	83	21	53	17	91	234
Peak Factor																	0.946
High Int.	05:45 PM				05:45 PM				05:30 PM				05:00 PM				
Volume	8	19	1	28	1	40	10	51	35	27	21	83	22	66	17	105	
Peak Factor				0.643				0.887				0.858				0.826	



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SUISUN CITY

File Name : WOODLARK-PINTAIL-F
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Groups Printed- Unshifted

	PINTAIL DR. Southbound				PINTAIL DR. Westbound				WOODLARK DR. Northbound				WOODLARK DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	0	0	0	0	0	12	15	27	3	0	2	5	3	19	0	22	54
07:15 AM	0	0	0	0	0	20	18	38	0	0	3	3	5	19	0	24	65
07:30 AM	0	0	0	0	0	31	15	46	7	0	8	15	6	24	0	30	91
07:45 AM	0	0	0	0	0	37	16	53	1	0	2	3	3	18	0	21	77
Total	0	0	0	0	0	100	64	164	11	0	15	26	17	80	0	97	287
08:00 AM	0	0	0	0	0	22	10	32	3	0	5	8	4	20	0	24	64
08:15 AM	0	0	0	0	0	30	11	41	2	0	2	4	2	30	0	32	77
08:30 AM	0	0	0	0	0	20	9	29	0	0	0	0	6	27	0	33	62
08:45 AM	0	0	0	0	0	19	7	26	0	0	2	2	3	22	0	25	53
Total	0	0	0	0	0	91	37	128	5	0	9	14	15	99	0	114	256
04:00 PM	0	0	0	0	0	31	7	38	1	0	3	4	9	42	0	51	93
04:15 PM	0	0	0	0	0	28	8	36	2	0	3	5	15	47	0	62	103
04:30 PM	0	0	0	0	0	27	9	36	0	0	5	5	16	50	0	66	107
04:45 PM	0	0	0	0	0	35	8	43	4	0	3	7	12	55	0	67	117
Total	0	0	0	0	0	121	32	153	7	0	14	21	52	194	0	246	420
05:00 PM	0	0	0	0	0	31	11	42	2	0	2	4	21	59	0	80	126
05:15 PM	0	0	0	0	0	32	5	37	0	0	2	2	21	58	0	79	118
05:30 PM	0	0	0	0	0	35	10	45	1	0	6	7	18	58	0	76	128
05:45 PM	0	0	0	0	0	35	14	49	3	0	4	7	13	55	0	68	124
Total	0	0	0	0	0	133	40	173	6	0	14	20	73	230	0	303	496
Grand Total	0	0	0	0	0	445	173	618	29	0	52	81	157	603	0	760	1459
Apprch %	0.0	0.0	0.0		0.0	72.0	28.0		35.8	0.0	64.2		20.7	79.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	30.5	11.9	42.4	2.0	0.0	3.6	5.6	10.8	41.3	0.0	52.1	

	PINTAIL DR. Southbound				PINTAIL DR. Westbound				WOODLARK DR. Northbound				WOODLARK DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	0	0	0	0	120	52	172	13	0	17	30	15	92	0	107	309
Percent	0.0	0.0	0.0		0.0	69.8	30.2		43.3	0.0	56.7		14.0	86.0	0.0		
07:30 Volume	0	0	0	0	0	31	15	46	7	0	8	15	6	24	0	30	91
Peak Factor																	0.849
High Int.	6:45:00 AM				07:45 AM				07:30 AM				08:15 AM				
Volume	0	0	0	0	0	37	16	53	7	0	8	15	2	30	0	32	
Peak Factor								0.811				0.500				0.836	

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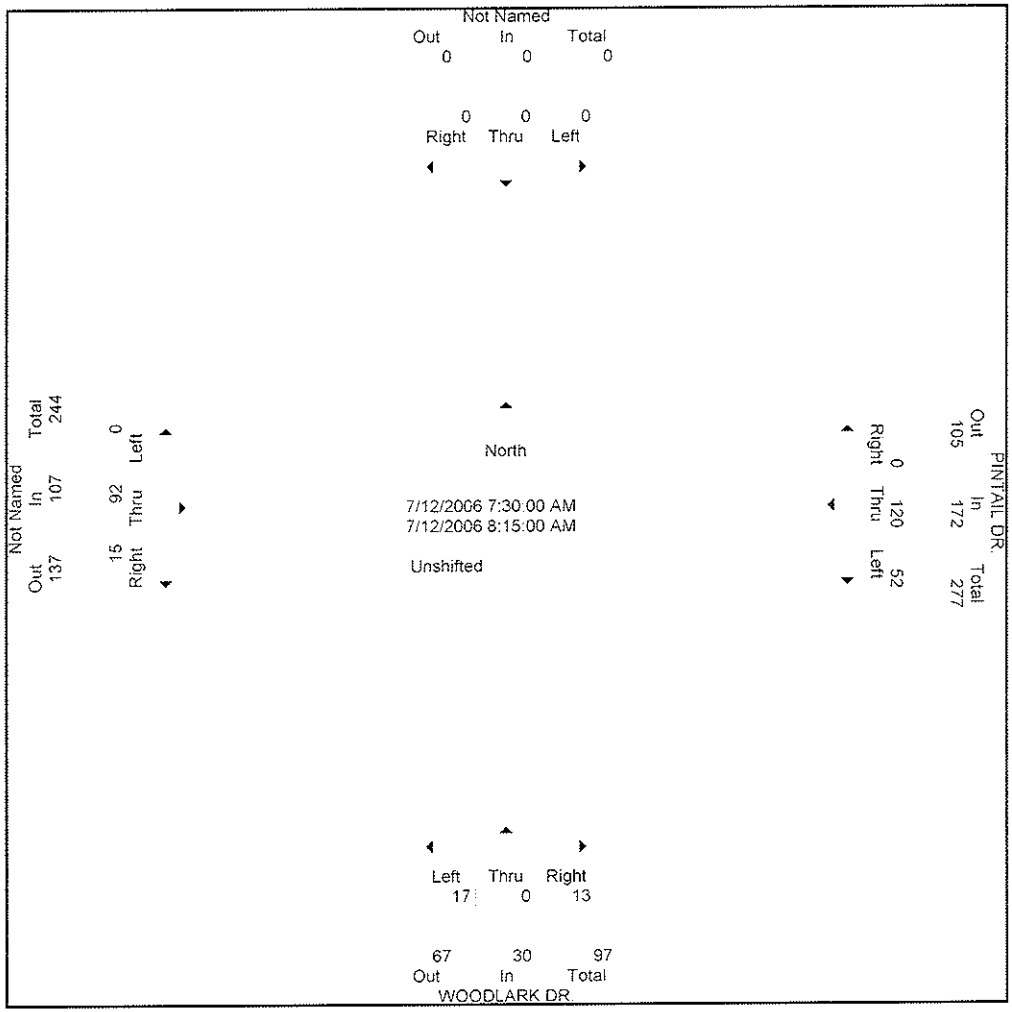

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File Name : WOODLARK-PINTAIL-F
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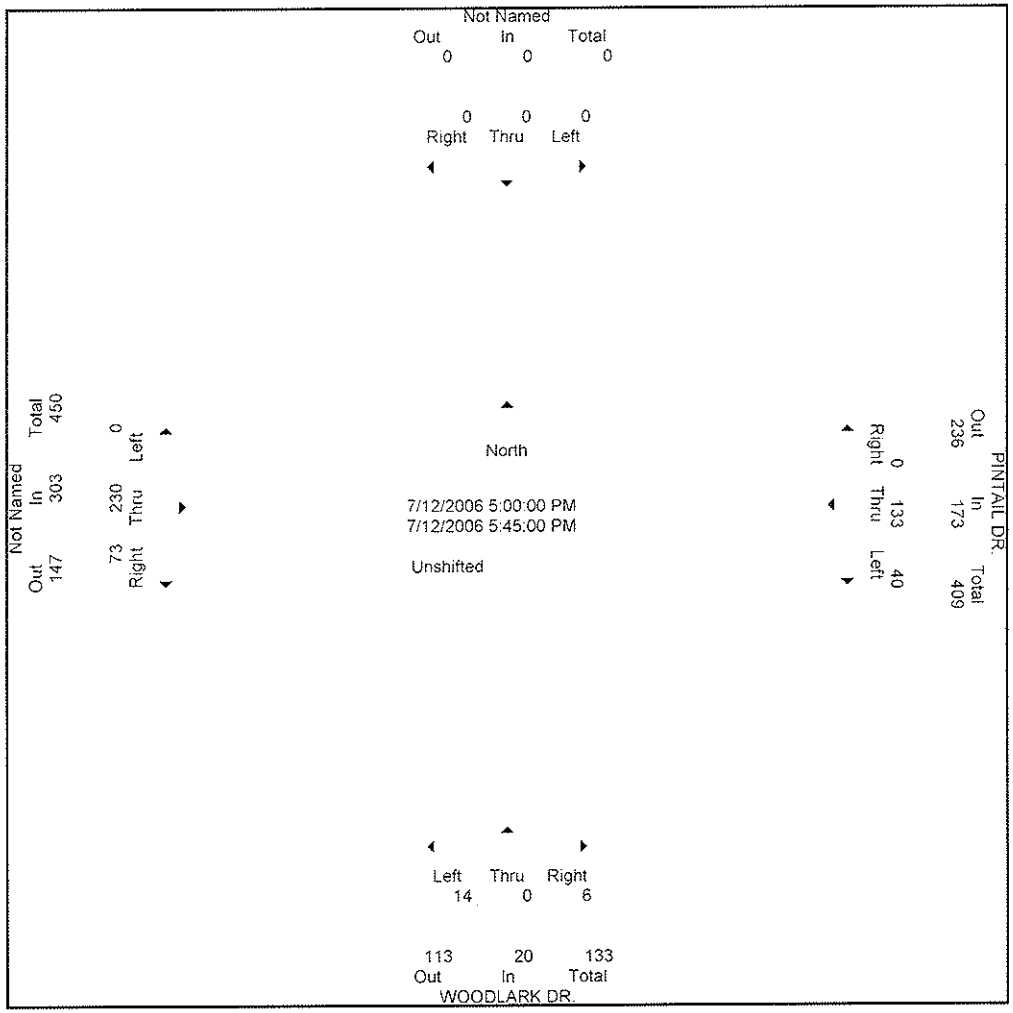
	Southbound				PINTAIL DR. Westbound				WOODLARK DR. Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	0	0	0	0	133	40	173	6	0	14	20	73	230	0	303	496
Percent	0.0	0.0	0.0		0.0	76.9	23.1		30.0	0.0	70.0		24.1	75.9	0.0		
05:30 Volume	0	0	0	0	0	35	10	45	1	0	6	7	18	58	0	76	128
Peak Factor																	0.969
High Int.					05:45 PM				05:30 PM				05:00 PM				
Volume	0	0	0	0	0	35	14	49	1	0	6	7	21	59	0	80	
Peak Factor								0.883				0.714				0.947	



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SUISUN CITY

File Name : WOOD-RIO-F
Site Code : 00000000
Start Date : 7/13/2006
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Groups Printed- Unshifted

	WOODLARK DR. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	31	0	0	31	1	175	0	176	0	0	0	0	0	106	0	106	313
07:15 AM	31	0	0	31	0	222	0	222	0	0	0	0	0	112	0	112	365
07:30 AM	37	0	0	37	0	252	0	252	0	0	0	0	0	100	0	100	389
07:45 AM	32	0	0	32	1	249	0	250	0	0	0	0	0	126	0	126	408
Total	131	0	0	131	2	898	0	900	0	0	0	0	0	444	0	444	1475
08:00 AM	27	0	0	27	0	224	0	224	0	0	0	0	0	119	0	119	370
08:15 AM	33	0	0	33	0	174	0	174	0	0	0	0	0	97	0	97	304
08:30 AM	27	0	0	27	0	185	0	185	0	0	0	0	0	115	0	115	327
08:45 AM	29	0	0	29	0	174	0	174	0	0	0	0	0	103	0	103	306
Total	116	0	0	116	0	757	0	757	0	0	0	0	0	434	0	434	1307
04:00 PM	18	0	0	18	0	166	0	166	0	0	0	0	0	263	0	263	447
04:15 PM	23	0	0	23	6	181	0	187	0	0	0	0	0	256	0	256	466
04:30 PM	25	0	0	25	2	191	0	193	0	0	0	0	0	257	0	257	475
04:45 PM	27	0	0	27	4	181	0	185	0	0	0	0	0	280	0	280	492
Total	93	0	0	93	12	719	0	731	0	0	0	0	0	1056	0	1056	1880
05:00 PM	17	0	0	17	4	173	0	177	0	0	0	0	0	290	0	290	484
05:15 PM	27	0	0	27	7	184	0	191	0	0	0	0	0	263	0	263	481
05:30 PM	20	0	0	20	3	156	0	159	0	0	0	0	0	286	0	286	465
05:45 PM	26	0	0	26	5	139	0	144	0	0	0	0	0	272	0	272	442
Total	90	0	0	90	19	652	0	671	0	0	0	0	0	1111	0	1111	1872
Grand Total	430	0	0	430	33	3026	0	3059	0	0	0	0	0	3045	0	3045	6534
Apprch %	100.0	0.0	0.0		1.1	98.9	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	6.6	0.0	0.0	6.6	0.5	46.3	0.0	46.8	0.0	0.0	0.0	0.0	0.0	46.6	0.0	46.6	

	WOODLARK DR. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int. Total
Peak Hour From 07.00 AM to 08.45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	127	0	0	127	1	947	0	948	0	0	0	0	0	457	0	457	1532
Percent	100.0	0.0	0.0		0.1	99.9	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
07:45 Volume	32	0	0	32	1	249	0	250	0	0	0	0	0	126	0	126	408
Peak Factor																	0.939
High Int.	07:30 AM				07:30 AM				6:45:00 AM				07:45 AM				
Volume	37	0	0	37	0	252	0	252	0	0	0	0	0	126	0	126	
Peak Factor				0.858				0.940								0.907	

All Traffic Data
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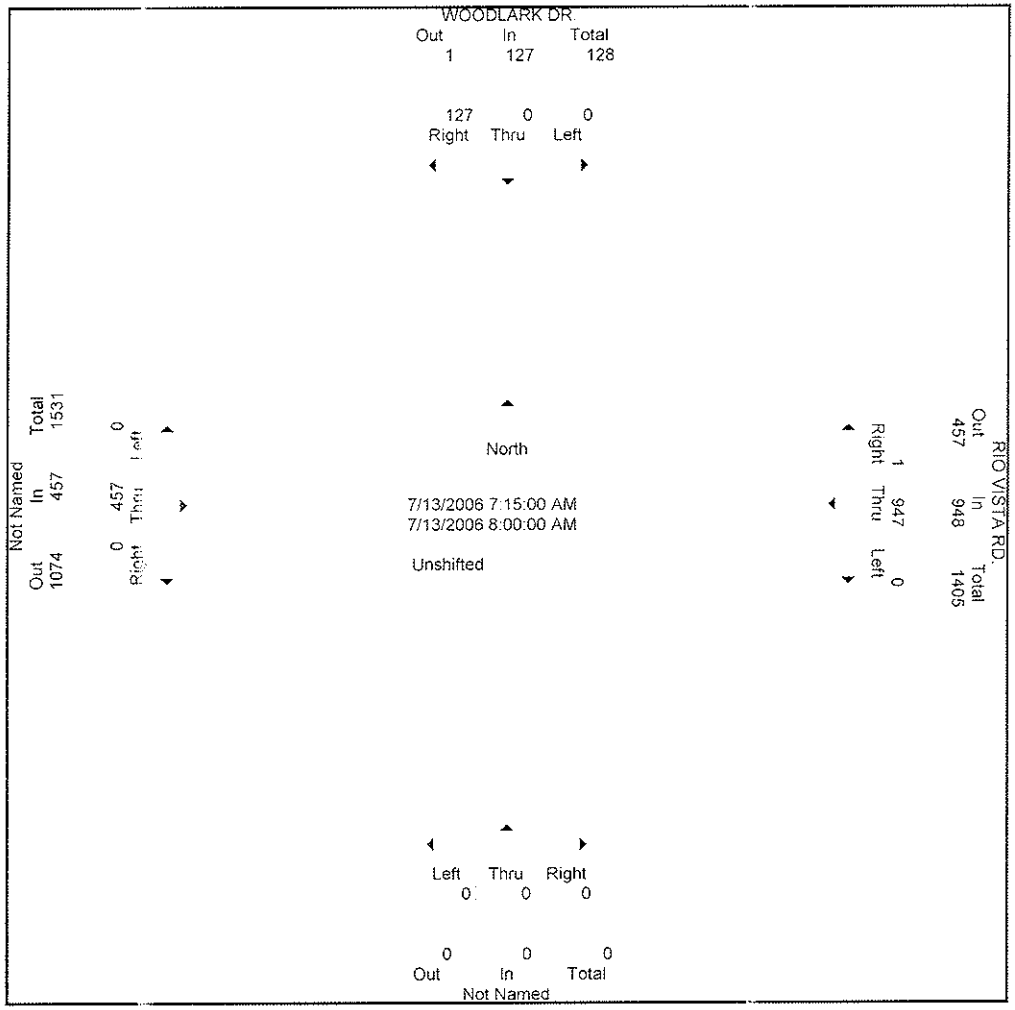

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File Name : WOOD-RIO-F
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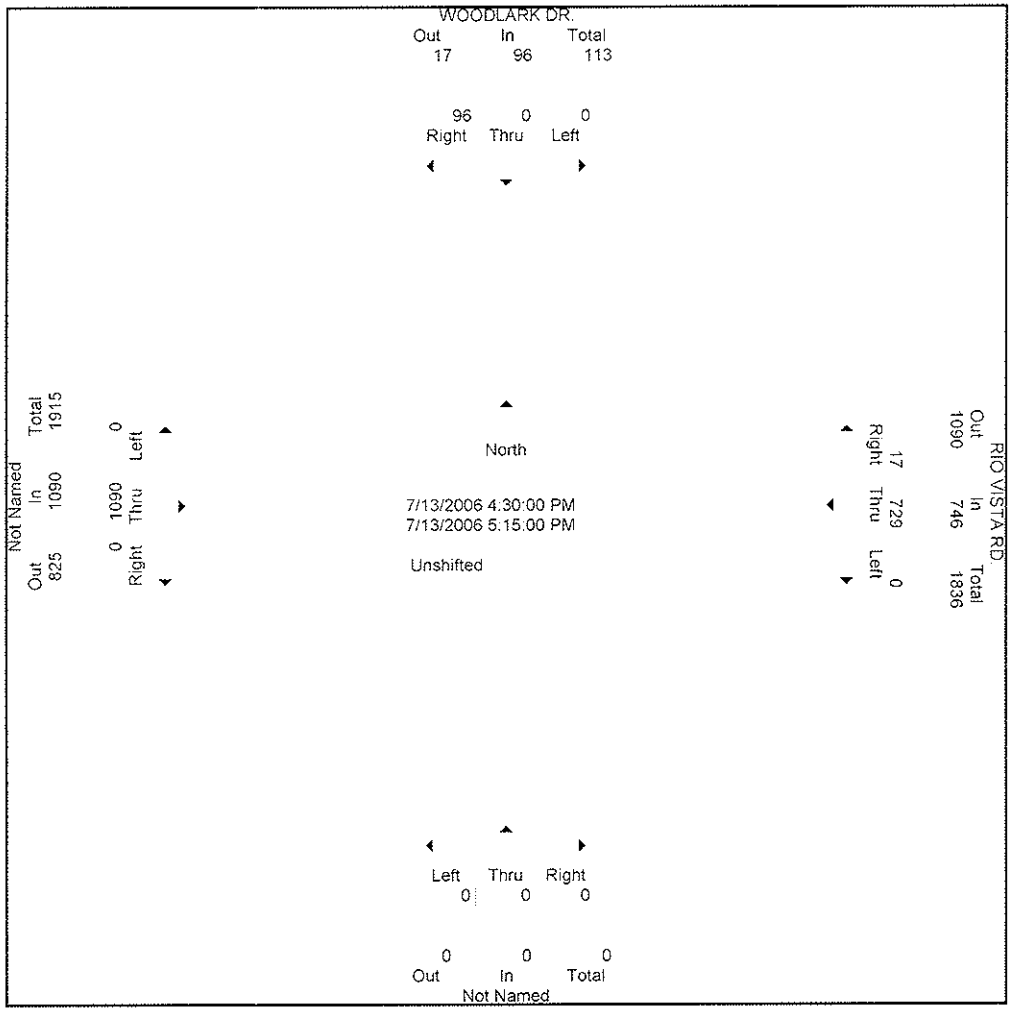
	WOODLARK DR. Southbound				RIO VISTA RD. Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	96	0	0	96	17	729	0	746	0	0	0	0	0	1090	0	1090	1932
Percent	100.0	0.0	0.0		2.3	97.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
04:45 Volume	27	0	0	27	4	181	0	185	0	0	0	0	0	280	0	280	492
Peak Factor																	0.982
High Int.	04:45 PM				04:30 PM								05:00 PM				
Volume	27	0	0	27	2	191	0	193	0	0	0	0	0	290	0	290	
Peak Factor				0.889				0.966								0.940	



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File Name : PINTAIL;-FULMER-F
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Groups Printed- Unshifted

	PINTAIL DR. Southbound				PINTAIL DR. Westbound				FULMAR DR. Northbound				FULMAR DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
07:00 AM	0	0	0	0	0	6	0	6	2	0	2	4	3	19	0	22	32
07:15 AM	0	0	0	0	0	10	1	11	3	0	2	5	1	13	0	14	30
07:30 AM	0	0	0	0	0	10	0	10	2	0	1	3	4	22	0	26	39
07:45 AM	0	0	0	0	0	21	1	22	5	0	3	8	0	19	0	19	49
Total	0	0	0	0	0	47	2	49	12	0	8	20	8	73	0	81	150
08:00 AM	0	0	0	0	0	15	1	16	4	0	1	5	1	17	0	18	39
08:15 AM	0	0	0	0	0	12	0	12	2	0	5	7	2	18	0	20	39
08:30 AM	0	0	0	0	0	15	0	15	4	0	2	6	2	15	0	17	38
08:45 AM	0	0	0	0	0	11	1	12	4	0	1	5	0	16	0	16	33
Total	0	0	0	0	0	53	2	55	14	0	9	23	5	66	0	71	149
04:00 PM	0	0	0	0	0	23	2	25	0	0	3	3	2	14	0	16	44
04:15 PM	0	0	0	0	0	20	3	23	1	0	2	3	5	16	0	21	47
04:30 PM	0	0	0	0	1	26	1	28	2	0	6	8	6	22	0	28	64
04:45 PM	0	0	0	0	0	28	4	32	2	0	4	6	4	24	0	28	66
Total	0	0	0	0	1	97	10	108	5	0	15	20	17	76	0	93	221
05:00 PM	0	0	0	0	0	31	8	39	2	0	2	4	2	30	0	32	75
05:15 PM	0	0	0	0	0	27	4	31	6	0	1	7	5	32	0	37	75
05:30 PM	0	0	0	0	0	26	4	30	3	0	2	5	6	31	0	37	72
05:45 PM	0	0	0	0	0	22	5	27	1	0	7	8	9	24	0	33	68
Total	0	0	0	0	0	106	21	127	12	0	12	24	22	117	0	139	290
Grand Total	0	0	0	0	1	303	35	339	43	0	44	87	52	332	0	384	810
Apprch %	0.0	0.0	0.0		0.3	89.4	10.3		49.4	0.0	50.6		13.5	86.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.1	37.4	4.3	41.9	5.3	0.0	5.4	10.7	6.4	41.0	0.0	47.4	

	PINTAIL DR. Southbound				PINTAIL DR. Westbound				FULMAR DR. Northbound				FULMAR DR. Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 07:00 AM to 08 45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	0	0	0	0	58	2	60	13	0	10	23	7	76	0	83	166
Percent	0.0	0.0	0.0		0.0	96.7	3.3		56.5	0.0	43.5		8.4	91.6	0.0		
07:45 Volume	0	0	0	0	0	21	1	22	5	0	3	8	0	19	0	19	49
Peak Factor																	0.847
High Int.	6:45:00 AM				07:45 AM				07:45 AM				07:30 AM				
Volume	0	0	0	0	0	21	1	22	5	0	3	8	4	22	0	26	
Peak Factor								0.682				0.719				0.798	

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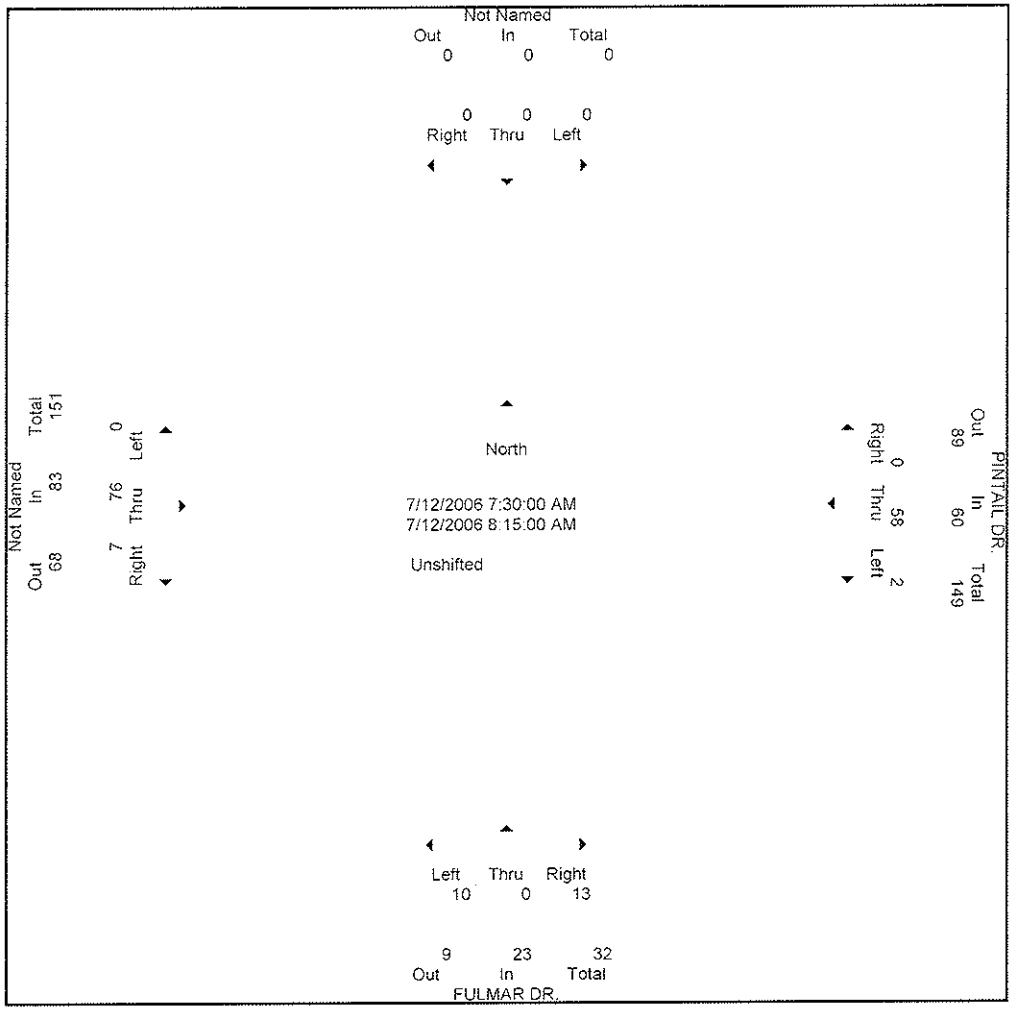

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File Name : PINTAIL;-FULMER-F
Site Code : 00000000
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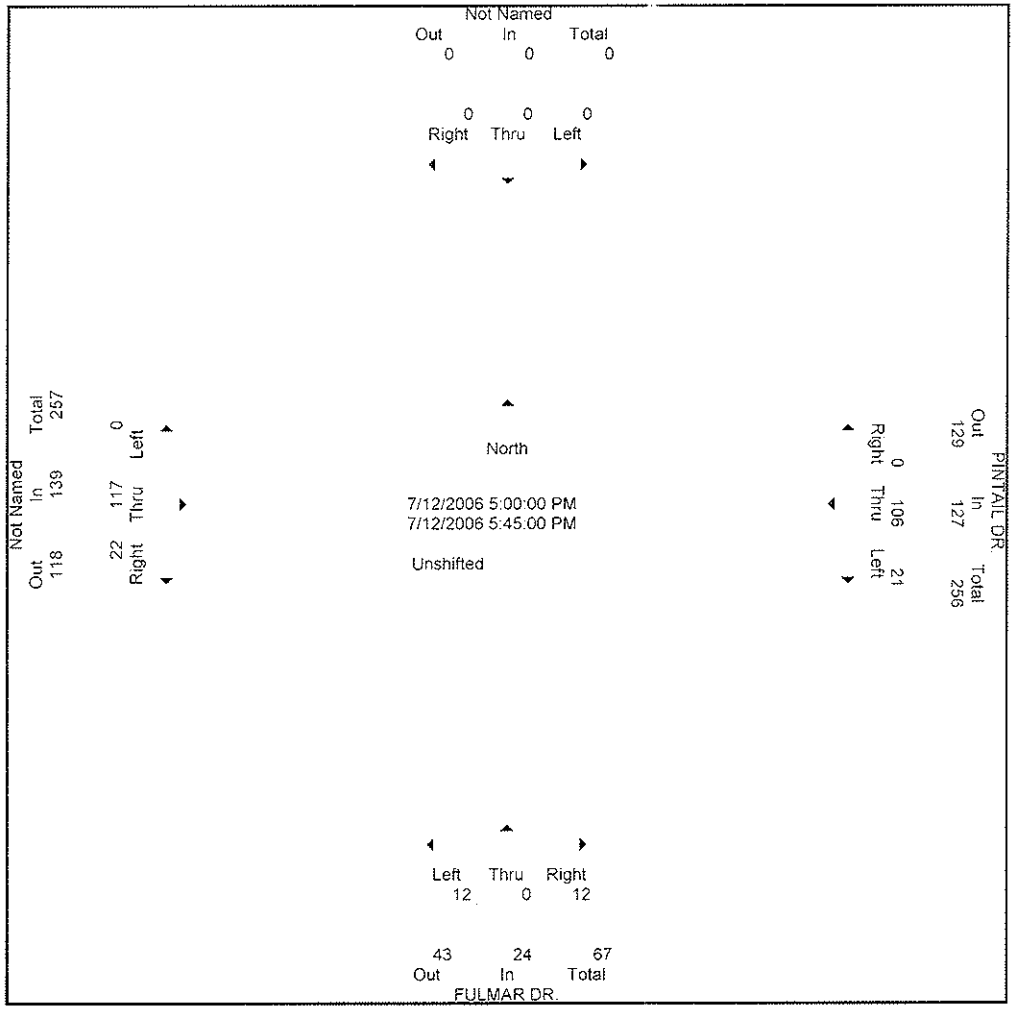
	PINTAIL DR.								FULMAR DR.								
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Right	Thru	Left	App Total	Int Total
Peak Hour From 04 00 PM to 05 45 PM - Peak 1 of 1																	
Intersection 05:00 PM																	
Volume	0	0	0	0	0	106	21	127	12	0	12	24	22	117	0	139	290
Percent	0.0	0.0	0.0		0.0	83.5	16.5		50.0	0.0	50.0		15.8	84.2	0.0		
05:15 Volume	0	0	0	0	0	27	4	31	6	0	1	7	5	32	0	37	75
Peak Factor																	0.967
High Int.					05:00 PM				05:45 PM				05:15 PM				
Volume	0	0	0	0	0	31	8	39	1	0	7	8	5	32	0	37	
Peak Factor								0.814				0.750				0.939	



EXISTING CONDITIONS
(TRAFFIX)

Suisun City Wal-Mart Supercenter EIR
Existing AM

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing AM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Schools AM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Suisun City Wal-Mart Supercenter EIR
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	82.1	1.116	F	126.1	1.267	+44.060 D/V
# 2 Sunset Avenue & Pintail Drive	C	23.3	0.320	C	25.4	0.408	+ 2.139 D/V
# 3 Sunset Avenue & Rio Vista Road	C	24.1	0.684	C	28.7	0.816	+ 4.516 D/V
# 4 Emperor Drive & Pintail Drive	A	9.0	0.295	B	10.7	0.483	+ 0.188 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.3	0.580	C	24.1	0.737	+ 5.742 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.2	0.238	A	9.0	0.350	+ 0.112 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	14.7	0.000	C	16.0	0.000	+ 1.304 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.4	0.110	A	7.7	0.150	+ 0.040 V/C
# 9 Fulmar Drive/Driveway & Peters	A	7.0	0.046	A	7.1	0.050	+ 0.004 V/C
# 10 Walters Road & Air Base Parkwa	C	33.2	0.757	C	33.2	0.757	+ 0.000 D/V
# 11 Walters Road & East Tabor Aven	B	17.8	0.312	C	21.7	0.314	+ 3.882 D/V
# 12 Walters Road & Bella Vista Dri	C	21.2	0.328	C	22.4	0.349	+ 1.193 D/V
# 13 Walters Road & Pintail Drive	C	15.8	0.000	C	17.2	0.000	+ 1.378 D/V
# 14 Walters Road & Montebello Driv	B	18.2	0.284	B	18.9	0.302	+ 0.633 D/V
# 15 Walters Road & Petersen Road	A	6.6	0.220	A	6.7	0.226	+ 0.127 D/V
# 16 Walters Road & Main Driveway	A	0.2	0.186	A	4.7	0.228	+ 4.433 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	10.4	0.000	+10.385 D/V
# 18 Walters Road & Rio Vista Road	C	23.7	0.521	C	23.8	0.543	+ 0.129 D/V

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.267
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 126.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	44	42	18	7	29	625	132	674	5	26	1587	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	44	42	18	7	29	625	132	674	5	26	1587	30				
Added Vol:	11	17	50	0	20	47	28	144	5	61	234	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	55	59	68	7	49	672	160	818	10	87	1821	30				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	60	64	74	8	53	728	173	886	11	94	1973	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	64	74	8	53	728	173	886	11	94	1973	33				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	60	64	74	8	53	728	173	886	11	94	1973	33				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1769	1862	1583	1769	1862	1583	3432	3538	1583	1769	3538	1583				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.05	0.00	0.03	0.46	0.05	0.25	0.01	0.05	0.56	0.02				
Crit Moves:			****			****	****				****					
Green/Cycle:	0.04	0.04	0.04	0.36	0.36	0.36	0.04	0.40	0.40	0.08	0.44	0.44				
Volume/Cap:	0.92	0.93	1.27	0.01	0.08	1.27	1.27	0.63	0.02	0.63	1.27	0.05				
Delay/Veh:	130.5	134	253.9	20.4	20.9	165.3	213.4	25.3	18.4	52.9	153	16.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	130.5	134	253.9	20.4	20.9	165.3	213.4	25.3	18.4	52.9	153	16.0				
LOS by Move:	F	F	F	C	C	F	F	C	B	D	F	B				
HCM2kAvgQ:	4	4	6	0	1	43	7	12	0	4	60	1				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	13	237	33	113	239	17	20	22	10	86	73	150				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	13	237	33	113	239	17	20	22	10	86	73	150				
Added Vol:	30	0	0	43	0	0	0	0	43	0	0	82				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	43	237	33	156	239	17	20	22	53	86	73	232				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	46	251	35	165	253	18	21	23	56	91	77	246				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	46	251	35	165	253	18	21	23	56	91	77	246				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	46	251	35	165	253	18	21	23	56	91	77	246				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.45	0.88	0.88	0.69	0.87	0.87				
Lanes:	1.00	1.76	0.24	1.00	1.87	0.13	1.00	0.29	0.71	1.00	0.24	0.76				
Final Sat.:	1769	3050	425	1769	3270	233	862	488	1176	1313	395	1255				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.08	0.08	0.09	0.08	0.08	0.02	0.05	0.05	0.07	0.20	0.20				
Crit Moves:		****		****							****					
Green/Cycle:	0.11	0.20	0.20	0.23	0.32	0.32	0.48	0.48	0.48	0.48	0.48	0.48				
Volume/Cap:	0.23	0.41	0.41	0.41	0.24	0.24	0.05	0.10	0.10	0.14	0.41	0.41				
Delay/Veh:	41.3	35.3	35.3	33.4	25.2	25.2	13.9	14.3	14.3	14.6	17.2	17.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.3	35.3	35.3	33.4	25.2	25.2	13.9	14.3	14.3	14.6	17.2	17.2				
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B				
HCM2kAvgQ:	1	4	4	5	3	3	0	1	1	2	6	6				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	72	25	7		65	33	320		207	449	35		19	1238	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	25	7		65	33	320		207	449	35		19	1238	72	
Added Vol:	0	0	0		0	0	98		64	130	0		0	197	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	25	7		65	33	418		271	579	35		19	1435	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	77	27	7		69	35	445		288	616	37		20	1527	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	77	27	7		69	35	445		288	616	37		20	1527	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	77	27	7		69	35	445		288	616	37		20	1527	77	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.95	0.95	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.33	0.67	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2391	1214	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.00		0.03	0.03	0.16		0.08	0.17	0.02		0.01	0.43	0.05	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.10	0.59	0.59		0.04	0.53	0.53	
Volume/Cap:	0.82	0.27	0.09		0.15	0.15	0.82		0.82	0.29	0.04		0.29	0.82	0.09	
Delay/Veh:	87.3	47.0	45.5		33.4	33.4	47.8		57.7	10.1	8.5		49.1	22.5	11.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	87.3	47.0	45.5		33.4	33.4	47.8		57.7	10.1	8.5		49.1	22.5	11.7	
LOS by Move:	F	D	D		C	C	D		E	B	A		D	C	B	
HCM2kAvgQ:	4	1	0		1	1	10		7	5	0		1	22	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 1!	0		0	0 1!	0		0	0 1!	0	
Volume Module:																
Base Vol:	44	17	31		4	49	46		24	79	36		50	132	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	17	31		4	49	46		24	79	36		50	132	4	
Added Vol:	0	0	36		0	0	0		0	34	0		37	68	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	17	67		4	49	46		24	113	36		87	200	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	52	20	78		5	57	54		28	132	42		102	234	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	20	78		5	57	54		28	132	42		102	234	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	20	78		5	57	54		28	132	42		102	234	5	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.34	0.13	0.53		0.04	0.50	0.46		0.14	0.65	0.21		0.30	0.69	0.01	
Final Sat.:	219	85	334		25	311	292		95	449	143		211	484	10	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.18	0.18	0.18		0.29	0.29	0.29		0.48	0.48	0.48	
Crit Moves:			****		****						****			****		
Delay/Veh:	9.6	9.6	9.6		9.2	9.2	9.2		9.9	9.9	9.9		12.2	12.2	12.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.6	9.6	9.6		9.2	9.2	9.2		9.9	9.9	9.9		12.2	12.2	12.2	
LOS by Move:	A	A	A		A	A	A		A	A	A		B	B	B	
ApproachDel:	9.6				9.2				9.9				12.2			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.6				9.2				9.9				12.2			
LOS by Appr:	A				A				A				B			
AllWayAvgQ:	0.2	0.2	0.2		0.2	0.2	0.2		0.4	0.4	0.4		0.8	0.8	0.8	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	1
Volume Module:																
Base Vol:	147	13	13		15	14	198		55	441	39		14	1069	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	13	13		15	14	198		55	441	39		14	1069	7	
Added Vol:	77	0	0		0	0	37		36	42	52		0	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	224	13	13		15	14	235		91	483	91		14	1153	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	236	14	14		16	15	248		96	509	96		15	1216	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	14	14		16	15	248		96	509	96		15	1216	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	236	14	14		16	15	248		96	509	96		15	1216	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.46	0.98	0.83		0.74	0.84	0.84		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.06	0.94		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	868	1862	1583		1410	90	1508		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.01	0.01		0.01	0.16	0.16		0.05	0.14	0.06		0.01	0.34	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.37	0.37	0.37		0.37	0.37	0.37		0.07	0.51	0.51		0.03	0.47	0.47	
Volume/Cap:	0.74	0.02	0.02		0.03	0.44	0.44		0.74	0.28	0.12		0.28	0.74	0.01	
Delay/Veh:	36.0	20.0	20.1		20.1	24.3	24.3		65.0	14.1	12.8		50.4	23.4	14.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.0	20.0	20.1		20.1	24.3	24.3		65.0	14.1	12.8		50.4	23.4	14.3	
LOS by Move:	D	C	C		C	C	C		E	B	B		D	C	B	
HCM2kAvgQ:	8	0	0		0	6	6		5	5	2		1	17	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	17	0	13		0	0	0		0	92	15		52	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	0	13		0	0	0		0	92	15		52	120	0	
Added Vol:	0	0	0		0	0	0		0	48	6		12	65	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	0	13		0	0	0		0	140	21		64	185	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	20	0	15		0	0	0		0	165	25		75	218	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	0	15		0	0	0		0	165	25		75	218	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	0	15		0	0	0		0	165	25		75	218	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.57	0.00	0.43		0.00	0.00	0.00		0.00	0.87	0.13		0.26	0.74	0.00	
Final Sat.:	395	0	302		0	0	0		0	730	110		215	623	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	xxxx	0.05		xxxx	xxxx	xxxx		xxxx	0.23	0.23		0.35	0.35	xxxx	
Crit Moves:			****								****			****		
Delay/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.4	8.4		9.5	9.5	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.4	8.4		9.5	9.5	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.0				xxxxxx				8.4				9.5			
Delay Adj:	1.00				xxxxx				1.00				1.00			
ApprAdjDel:	8.0				xxxxxx				8.4				9.5			
LOS by Appr:	A				*				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.3	0.3	0.3		0.5	0.5	0.5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	1	0 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	127	0	469	0	0	963	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	127	0	469	0	0	963	1
Added Vol:	0	0	0	0	0	17	0	42	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	144	0	511	0	0	1030	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	0	0	153	0	544	0	0	1097	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	153	0	544	0	0	1097	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	480	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	480	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.150
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	10	0	13	0	0	0	0	76	7	2	58	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	13	0	0	0	0	76	7	2	58	0
Added Vol:	14	0	0	0	0	0	0	17	12	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	13	0	0	0	0	93	19	2	86	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	28	0	15	0	0	0	0	110	22	2	102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	15	0	0	0	0	110	22	2	102	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	15	0	0	0	0	110	22	2	102	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.00	0.35	0.00	0.00	0.00	0.00	0.83	0.17	0.02	0.98	0.00
Final Sat.:	516	0	280	0	0	0	0	733	150	19	835	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.15	0.15	0.12	0.12	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	7.6	0.0	7.6	0.0	0.0	0.0	0.0	7.7	7.7	7.7	7.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	7.6	0.0	0.0	0.0	0.0	7.7	7.7	7.7	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.6			xxxxxx				7.7			7.7	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	7.6			xxxxxx				7.7			7.7	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.050
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0 0	0	1	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	33	0	0	0	0	0	0	0	21				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	33	0	0	0	0	0	0	0	21				
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3				
PasserByVol:	0	1	0	-1	1	0	0	0	0	0	0	-1				
Initial Fut:	0	1	0	35	1	0	0	0	0	0	0	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85				
PHF Volume:	0	1	0	41	1	0	0	0	0	0	0	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1	0	41	1	0	0	0	0	0	0	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1	0	41	1	0	0	0	0	0	0	27				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	0.00	0.97	0.03	0.00	0.00	0.00	0.00	0.00	0.00	1.00				
Final Sat.:	0	888	0	833	24	0	0	0	0	0	0	1039				
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.00	xxxx	0.05	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03				
Crit Moves:		****			****							****				
Delay/Veh:	0.0	7.0	0.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	7.0	0.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5				
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A				
ApproachDel:	7.0				7.4		xxxxxx				6.5					
Delay Adj:	1.00				1.00		xxxxx				1.00					
ApprAdjDel:	7.0				7.4		xxxxxx				6.5					
LOS by Appr:	A				A		*				A					
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	195	101	475		5	100	124		137	828	169		177	314	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	195	101	475		5	100	124		137	828	169		177	314	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	195	101	475		5	100	124		137	828	169		177	314	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	221	114	537		6	113	140		155	937	191		200	355	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	114	537		6	113	140		155	937	191		200	355	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	221	114	537		6	113	140		155	937	191		200	355	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.90	0.90		0.93	0.93	0.83		0.90	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.45	0.55		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	762	945		1769	3538	1583		3432	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.06	0.34		0.00	0.15	0.15		0.09	0.26	0.12		0.06	0.10	0.01	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.21	0.45	0.45		0.00	0.25	0.25		0.20	0.35	0.35		0.08	0.23	0.23	
Volume/Cap:	0.60	0.14	0.76		0.76	0.60	0.60		0.44	0.76	0.35		0.76	0.44	0.04	
Delay/Veh:	38.8	16.3	27.7		226.8	35.8	35.8		36.0	31.5	24.4		57.0	33.5	30.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.8	16.3	27.7		226.8	35.8	35.8		36.0	31.5	24.4		57.0	33.5	30.1	
LOS by Move:	D	B	C		F	D	D		D	C	C		E	C	C	
HCM2kAvgQ:	7	2	15		1	8	8		5	15	4		5	5	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	59	584	1		30	318	98		183	5	74		1	2	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	584	1		30	318	98		183	5	74		1	2	4	
Added Vol:	31	0	0		0	0	23		14	0	25		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	90	584	1		30	318	121		197	5	99		1	2	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	103	670	1		34	365	139		226	6	114		1	2	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	670	1		34	365	139		226	6	114		1	2	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	670	1		34	365	139		226	6	114		1	2	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.90	0.84	0.84		0.93	0.88	0.88	
Lanes:	1.00	1.99	0.01		1.00	1.45	0.55		2.00	0.05	0.95		1.00	0.33	0.67	
Final Sat.:	1769	3532	6		1769	2458	935		3432	77	1519		1769	559	1117	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.19		0.02	0.15	0.15		0.07	0.07	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.55	0.55		0.07	0.51	0.51		0.14	0.15	0.15		0.11	0.12	0.12	
Volume/Cap:	0.53	0.34	0.34		0.28	0.29	0.29		0.47	0.50	0.50		0.01	0.03	0.03	
Delay/Veh:	44.8	12.6	12.6		45.3	14.2	14.2		40.3	40.7	40.7		39.6	38.9	38.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.8	12.6	12.6		45.3	14.2	14.2		40.3	40.7	40.7		39.6	38.9	38.9	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	6	6		1	5	5		4	4	4		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	455	20		24	344	25		98	4	9		77	1	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	455	20		24	344	25		98	4	9		77	1	91	
Added Vol:	0	0	6		5	0	4		4	11	0		14	14	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	455	26		29	344	29		102	15	9		91	15	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	505	29		32	382	32		113	17	10		101	17	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	505	29		32	382	32		113	17	10		101	17	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	505	29		32	382	32		113	17	10		101	17	109	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.92	0.92		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.89	0.11		1.00	1.84	0.16		0.81	0.12	0.07		0.86	0.14	1.00	
Final Sat.:	1900	3320	190		1769	3224	272		1434	211	127		1533	253	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.02	0.12	0.12		0.08	0.08	0.08		0.07	0.07	0.07	
Crit Moves:		****			****						****				****	
Green/Cycle:	0.00	0.44	0.44		0.05	0.49	0.49		0.23	0.23	0.23		0.20	0.20	0.20	
Volume/Cap:	0.00	0.35	0.35		0.36	0.24	0.24		0.34	0.34	0.34		0.33	0.33	0.34	
Delay/Veh:	0.0	18.6	18.6		48.5	14.8	14.8		32.7	32.7	32.7		34.8	34.8	35.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.6	18.6		48.5	14.8	14.8		32.7	32.7	32.7		34.8	34.8	35.0	
LOS by Move:	A	B	B		D	B	B		C	C	C		C	C	D	
HCM2kAvgQ:	0	6	6		1	4	4		4	4	4		3	3	3	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	12	399	0	0	388	42	76	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	399	0	0	388	42	76	0	43	0	0	0
Added Vol:	21	3	0	0	7	7	3	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	402	0	0	395	49	79	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	36	438	0	0	430	53	86	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	438	0	0	430	53	86	0	62	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	484	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	967	242	xxxx	xxxx	xxxxx
Potent Cap.:	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	253	759	xxxx	xxxx	xxxxx
Move Cap.:	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	244	759	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	442	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.2			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	4	356	34	26	397	8	24	0	24	138	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	356	34	26	397	8	24	0	24	138	0	31
Added Vol:	0	3	3	14	7	0	0	0	0	7	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	359	37	40	404	8	24	0	24	145	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	395	41	44	444	9	26	0	26	159	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	395	41	44	444	9	26	0	26	159	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	395	41	44	444	9	26	0	26	159	0	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.78	1.00	0.78	0.67	1.00	0.83
Lanes:	1.00	1.81	0.19	1.00	1.96	0.04	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1769	3162	326	1769	3459	68	744	0	744	1268	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.13	0.13	0.04	0.00	0.04	0.13	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.41	0.41	0.08	0.49	0.49	0.42	0.00	0.42	0.42	0.00	0.42
Volume/Cap:	0.25	0.30	0.30	0.31	0.26	0.26	0.08	0.00	0.08	0.30	0.00	0.09
Delay/Veh:	56.4	20.0	20.0	44.7	15.0	15.0	17.5	0.0	17.5	19.6	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	20.0	20.0	44.7	15.0	15.0	17.5	0.0	17.5	19.6	0.0	17.5
LOS by Move:	E	C	C	D	B	B	B	A	B	B	A	B
HCM2kAvgQ:	0	5	5	2	4	4	1	0	1	3	0	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	6	383	29		23	523	13		4	7	22		32	2	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	383	29		23	523	13		4	7	22		32	2	7	
Added Vol:	3	6	0		0	14	0		0	0	3		0	0	0	
PasserByVol:	-1	0	0		0	0	0		0	0	-1		0	0	0	
Initial Fut:	8	389	29		23	537	13		4	7	24		32	2	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	9	430	32		25	593	14		4	8	27		35	2	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	430	32		25	593	14		4	8	27		35	2	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	430	32		25	593	14		4	8	27		35	2	8	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.40	0.93	0.83		0.48	0.93	0.83		0.83	0.83	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.36	0.64	1.00		0.94	0.06	1.00	
Final Sat.:	763	3538	1583		920	3538	1583		574	1004	1577		1674	105	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12	0.02		0.03	0.17	0.01		0.01	0.01	0.02		0.02	0.02	0.00	
Crit Moves:						****					****		****			
Green/Cycle:	0.74	0.74	0.74		0.74	0.74	0.74		0.05	0.08	0.08		0.09	0.12	0.12	
Volume/Cap:	0.02	0.16	0.03		0.04	0.23	0.01		0.15	0.10	0.21		0.23	0.18	0.04	
Delay/Veh:	3.4	3.9	3.5		3.5	4.1	3.4		45.8	42.8	43.6		43.1	40.0	39.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.4	3.9	3.5		3.5	4.1	3.4		45.8	42.8	43.6		43.1	40.0	39.0	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	2	0		0	3	0		1	0	1		1	1	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	418	0		0	569	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	418	0		0	569	0		0	0	0		0	0	0	
Added Vol:	0	9	0		0	18	0		0	0	0		0	0	0	
PasserByVol:	30	-15	0		0	-10	9		14	0	23		0	0	0	
Initial Fut:	30	412	0		0	577	9		14	0	23		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	33	448	0		0	627	10		15	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	448	0		0	627	10		15	0	25		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	448	0		0	627	10		15	0	25		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.93	0.93		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.97	0.03		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	3476	54		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.00		0.00	0.18	0.18		0.01	0.00	0.02		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.08	0.87	0.00		0.00	0.79	0.79		0.07	0.00	0.07		0.00	0.00	0.00	
Volume/Cap:	0.23	0.15	0.00		0.00	0.23	0.23		0.12	0.00	0.23		0.00	0.00	0.00	
Delay/Veh:	43.9	1.0	0.0		0.0	2.7	2.7		44.2	0.0	45.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.9	1.0	0.0		0.0	2.7	2.7		44.2	0.0	45.1		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	1	1	0		0	3	3		1	0	1		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0
Volume Module:												
Base Vol:	0	418	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	9	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	15	0	0	13	0	0	0	1	0	0	0
Initial Fut:	0	442	0	0	600	0	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	480	0	0	652	0	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	480	0	0	652	0	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	326	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	670	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	670	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.4			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	98	94	4	130	25	414	176	273	20	0	452	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	94	4	130	25	414	176	273	20	0	452	148
Added Vol:	49	0	0	0	0	18	9	0	33	0	0	0
PasserByVol:	0	0	0	9	0	5	10	-10	0	0	-5	5
Initial Fut:	147	94	4	139	25	437	195	263	53	0	447	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	101	4	150	27	470	210	283	57	0	481	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	101	4	150	27	470	210	283	57	0	481	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	101	4	150	27	470	210	283	57	0	481	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.98	0.83	0.68	0.98	0.83	0.90	0.93	0.83	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1389	1862	1583	1283	1862	1583	3432	3538	1583	1900	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.00	0.12	0.01	0.30	0.06	0.08	0.04	0.00	0.14	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.11	0.36	0.36	0.00	0.25	0.25
Volume/Cap:	0.21	0.10	0.00	0.21	0.03	0.54	0.54	0.22	0.10	0.00	0.54	0.42
Delay/Veh:	11.7	10.9	10.3	11.8	10.4	15.3	43.5	22.1	21.1	0.0	33.2	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	10.9	10.3	11.8	10.4	15.3	43.5	22.1	21.1	0.0	33.2	32.1
LOS by Move:	B	B	B	B	B	B	D	C	C	A	C	C
HCM2kAvgQ:	3	1	0	2	0	10	4	3	1	0	7	5

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing PM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Schools PM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Suisun City Wal-Mart Supercenter EIR
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	C	32.0	0.895	D	41.5	0.975	+ 9.516 D/V
# 2 Sunset Avenue & Pintail Drive	B	18.1	0.408	C	20.1	0.437	+ 1.912 D/V
# 3 Sunset Avenue & Rio Vista Road	C	26.3	0.621	C	27.1	0.655	+ 0.757 D/V
# 4 Emperor Drive & Pintail Drive	B	12.2	0.544	B	13.1	0.585	+ 0.041 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.8	0.578	C	20.1	0.624	+ 1.349 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.9	0.351	A	9.2	0.383	+ 0.031 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	11.9	0.000	B	12.1	0.000	+ 0.190 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.8	0.162	A	7.9	0.188	+ 0.026 V/C
# 9 Fulmar Drive/Driveway & Peters	A	6.9	0.060	A	6.9	0.061	+ 0.001 V/C
# 10 Walters Road & Air Base Parkwa	D	36.9	0.790	D	36.9	0.790	+ 0.000 D/V
# 11 Walters Road & East Tabor Aven	B	15.0	0.456	B	15.8	0.471	+ 0.859 D/V
# 12 Walters Road & Bella Vista Dri	B	17.9	0.360	B	18.8	0.375	+ 0.941 D/V
# 13 Walters Road & Pintail Drive	D	27.4	0.000	D	29.4	0.000	+ 1.939 D/V
# 14 Walters Road & Montebello Driv	B	13.6	0.338	B	14.3	0.349	+ 0.726 D/V
# 15 Walters Road & Petersen Road	A	4.9	0.255	A	5.0	0.257	+ 0.072 D/V
# 16 Walters Road & Main Driveway	A	9.3	0.230	A	9.4	0.232	+ 0.014 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 18 Walters Road & Rio Vista Road	C	25.5	0.591	C	25.4	0.596	-0.057 D/V

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Added Vol:	3	14	41		0	11	11		12	60	3		34	58	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	90	133		31	48	254		501	1928	25		86	1077	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	30	92	136		32	49	260		513	1973	26		88	1102	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	92	136		32	49	260		513	1973	26		88	1102	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	92	136		32	49	260		513	1973	26		88	1102	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.09		0.02	0.03	0.16		0.15	0.56	0.02		0.05	0.31	0.02	
Crit Moves:			****				****			****			****			
Green/Cycle:	0.09	0.09	0.09		0.17	0.17	0.17		0.20	0.57	0.57		0.05	0.42	0.42	
Volume/Cap:	0.19	0.56	0.97		0.11	0.16	0.97		0.74	0.97	0.03		0.97	0.74	0.04	
Delay/Veh:	42.9	48.1	113.7		35.4	35.7	89.3		41.7	35.2	9.3		133.5	26.3	17.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.9	48.1	113.7		35.4	35.7	89.3		41.7	35.2	9.3		133.5	26.3	17.1	
LOS by Move:	D	D	F		D	D	F		D	D	A		F	C	B	
HCM2kAvgQ:	1	4	8		1	1	12		9	38	0		6	16	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	21	545	110		23	393	44		43	54	23		89	59	163	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	545	110		23	393	44		43	54	23		89	59	163	
Added Vol:	15	0	0		21	0	0		0	0	14		0	0	20	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	545	110		44	393	44		43	54	37		89	59	183	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	40	600	121		48	433	48		47	59	41		98	65	202	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	600	121		48	433	48		47	59	41		98	65	202	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	600	121		48	433	48		47	59	41		98	65	202	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.92	0.92		0.45	0.92	0.92		0.66	0.87	0.87	
Lanes:	1.00	1.66	0.34		1.00	1.80	0.20		1.00	0.59	0.41		1.00	0.24	0.76	
Final Sat.:	1769	2870	579		1769	3134	351		858	1038	711		1259	403	1249	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.21		0.03	0.14	0.14		0.06	0.06	0.06		0.08	0.16	0.16	
Crit Moves:		****			****									****		
Green/Cycle:	0.08	0.48	0.48		0.06	0.47	0.47		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.28	0.44	0.44		0.46	0.29	0.29		0.15	0.15	0.15		0.21	0.44	0.44	
Delay/Veh:	44.4	17.3	17.3		48.5	16.4	16.4		21.2	21.2	21.2		21.7	24.2	24.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.4	17.3	17.3		48.5	16.4	16.4		21.2	21.2	21.2		21.7	24.2	24.2	
LOS by Move:	D	B	B		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	1	8	8		2	5	5		1	2	2		2	6	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	67	68	19		237	55	290		615	1265	110		68	708	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	68	19		237	55	290		615	1265	110		68	708	181	
Added Vol:	0	0	0		0	0	30		34	67	0		0	61	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	68	19		237	55	320		649	1332	110		68	769	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	68	69	19		241	56	325		659	1352	112		69	781	184	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	69	19		241	56	325		659	1352	112		69	781	184	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	68	69	19		241	56	325		659	1352	112		69	781	184	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.94	0.94	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.62	0.38	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2905	674	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.01		0.08	0.08	0.12		0.19	0.38	0.07		0.04	0.22	0.12	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.06	0.06	0.06		0.18	0.18	0.18		0.30	0.58	0.58		0.06	0.34	0.34	
Volume/Cap:	0.65	0.63	0.21		0.47	0.47	0.65		0.64	0.65	0.12		0.65	0.64	0.34	
Delay/Veh:	60.2	57.4	46.0		37.4	37.4	41.4		31.8	14.8	9.4		59.9	28.8	24.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.2	57.4	46.0		37.4	37.4	41.4		31.8	14.8	9.4		59.9	28.8	24.7	
LOS by Move:	E	E	D		D	D	D		C	B	A		E	C	C	
HCM2kAvgQ:	3	3	1		5	5	6		10	15	2		3	11	4	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	76	72	137		5	34	33		58	215	74		38	139	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	72	137		5	34	33		58	215	74		38	139	4	
Added Vol:	0	0	14		0	0	0		0	18	0		9	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	72	151		5	34	33		58	233	74		47	155	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	80	76	160		5	36	35		61	246	78		50	164	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	76	160		5	36	35		61	246	78		50	164	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	76	160		5	36	35		61	246	78		50	164	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.24	0.51		0.07	0.47	0.46		0.16	0.64	0.20		0.23	0.75	0.02	
Final Sat.:	161	152	319		37	255	247		105	421	134		137	453	12	
Capacity Analysis Module:																
Vol/Sat:	0.50	0.50	0.50		0.14	0.14	0.14		0.58	0.58	0.58		0.36	0.36	0.36	
Crit Moves:		****				****			****				****			
Delay/Veh:	13.0	13.0	13.0		9.6	9.6	9.6		14.7	14.7	14.7		11.4	11.4	11.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.0	13.0	13.0		9.6	9.6	9.6		14.7	14.7	14.7		11.4	11.4	11.4	
LOS by Move:	B	B	B		A	A	A		B	B	B		B	B	B	
ApproachDel:		13.0				9.6				14.7				11.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		13.0				9.6				14.7				11.4		
LOS by Appr:		B				A				B				B		
AllWayAvgQ:	0.8	0.8	0.8		0.1	0.1	0.1		1.2	1.2	1.2		0.5	0.5	0.5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	1
Volume Module:																
Base Vol:	110	20	25		10	19	134		287	1065	172		21	812	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	20	25		10	19	134		287	1065	172		21	812	20	
Added Vol:	25	0	0		0	0	9		14	26	28		0	27	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	135	20	25		10	19	143		301	1091	200		21	839	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	140	21	26		10	20	148		311	1128	207		22	868	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	21	26		10	20	148		311	1128	207		22	868	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	21	26		10	20	148		311	1128	207		22	868	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.50	0.98	0.83		0.74	0.85	0.85		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.12	0.88		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	951	1862	1583		1398	190	1427		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.01	0.02		0.01	0.10	0.10		0.18	0.32	0.13		0.01	0.25	0.01	
Crit Moves:	****								****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.28	0.65	0.65		0.03	0.39	0.39	
Volume/Cap:	0.62	0.05	0.07		0.03	0.44	0.44		0.62	0.49	0.20		0.49	0.62	0.03	
Delay/Veh:	39.7	29.6	29.8		29.5	33.5	33.5		33.8	9.2	7.1		56.4	25.3	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.7	29.6	29.8		29.5	33.5	33.5		33.8	9.2	7.1		56.4	25.3	18.7	
LOS by Move:	D	C	C		C	C	C		C	A	A		E	C	B	
HCM2kAvgQ:	5	0	1		0	5	5		9	9	3		1	12	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	1	0	0
Volume Module:																
Base Vol:	14	0	6		0	0	0		0	230	73		40	133	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	0	6		0	0	0		0	230	73		40	133	0	
Added Vol:	0	0	0		0	0	0		0	23	1		3	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	0	6		0	0	0		0	253	74		43	154	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	14	0	6		0	0	0		0	261	76		44	159	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	6		0	0	0		0	261	76		44	159	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	0	6		0	0	0		0	261	76		44	159	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.70	0.00	0.30		0.00	0.00	0.00		0.00	0.77	0.23		0.22	0.78	0.00	
Final Sat.:	466	0	200		0	0	0		0	682	200		179	641	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	xxxx	0.03		xxxx	xxxx	xxxx		xxxx	0.38	0.38		0.25	0.25	xxxx	
Crit Moves:	****									****			****			
Delay/Veh:	8.1	0.0	8.1		0.0	0.0	0.0		0.0	9.5	9.5		8.7	8.7	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.1	0.0	8.1		0.0	0.0	0.0		0.0	9.5	9.5		8.7	8.7	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.1				xxxxxx					9.5				8.7		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.1				xxxxxx					9.5				8.7		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.6	0.6	0.6		0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	0	2	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0	96	0	1100	0	0	757	17												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	0	0	96	0	1100	0	0	757	17												
Added Vol:	0	0	0	0	0	4	0	26	0	0	22	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	0	0	100	0	1126	0	0	779	17												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	0	0	0	100	0	1126	0	0	779	17												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	0	0	0	100	0	1126	0	0	779	17												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	390	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*												
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx					12.1	xxxxxx					xxxxxx												
ApproachLOS:	*					B	*					*												

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	12	0	12	0	0	0	0	117	22	21	106	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	12	0	12	0	0	0	0	117	22	21	106	0												
Added Vol:	8	0	0	0	0	0	0	13	9	0	11	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	20	0	12	0	0	0	0	130	31	21	117	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97												
PHF Volume:	21	0	12	0	0	0	0	134	32	22	121	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	21	0	12	0	0	0	0	134	32	22	121	0												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	21	0	12	0	0	0	0	134	32	22	121	0												
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.62	0.01	0.37	0.00	0.00	0.00	0.00	0.81	0.19	0.15	0.85	0.00												
Final Sat.:	477	0	286	0	0	0	0	714	170	129	720	0												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.00	0.04	xxxx	xxxx	xxxx	xxxx	0.19	0.19	0.17	0.17	xxxx												
Crit Moves:	****								****		****													
Delay/Veh:	7.6	7.6	7.6	0.0	0.0	0.0	0.0	7.9	7.9	8.0	8.0	0.0												
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	7.6	7.6	7.6	0.0	0.0	0.0	0.0	7.9	7.9	8.0	8.0	0.0												
LOS by Move:	A	A	A	*	*	*	*	A	A	A	A	*												
ApproachDel:	7.6			xxxxxx				7.9			8.0													
Delay Adj:	1.00			xxxxx				1.00			1.00													
ApprAdjDel:	7.6			xxxxxx				7.9			8.0													
LOS by Appr:	A			*				A			A													
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2												

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.061
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		27	0	0		0	0	0		0	0	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		27	0	0		0	0	0		0	0	51	
Added Vol:	0	0	0		1	0	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		28	0	0		0	0	0		0	0	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	0	0	0		34	0	0		0	0	0		0	0	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		34	0	0		0	0	0		0	0	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		34	0	0		0	0	0		0	0	64	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		1.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	869	0		837	0	0		0	0	0		0	0	1047	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.00	xxxx		0.04	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.06	
Crit Moves:		****			****										****	
Delay/Veh:	0.0	0.0	0.0		7.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	6.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	6.6	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	A	
ApproachDel:	xxxxxx				7.4				xxxxxx				6.6			
Delay Adj:	xxxxx				1.00				xxxxx				1.00			
ApprAdjDel:	xxxxxx				7.4				xxxxxx				6.6			
LOS by Appr:	*				A				*				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 75 Level Of Service: D

Street Name:	Walters Road						Air Base Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	205	154	390	5	177	199	110	510	219	547	961	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	154	390	5	177	199	110	510	219	547	961	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	154	390	5	177	199	110	510	219	547	961	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	213	160	405	5	184	207	114	530	228	569	999	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	160	405	5	184	207	114	530	228	569	999	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	160	405	5	184	207	114	530	228	569	999	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.47	0.53	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	807	908	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.26	0.00	0.23	0.23	0.06	0.15	0.14	0.17	0.28	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.44	0.44	0.00	0.29	0.29	0.08	0.21	0.21	0.23	0.36	0.36
Volume/Cap:	0.79	0.20	0.59	0.59	0.79	0.79	0.79	0.72	0.69	0.72	0.79	0.03
Delay/Veh:	55.4	17.5	22.7	124.2	41.2	41.2	69.8	40.3	42.7	38.7	32.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	17.5	22.7	124.2	41.2	41.2	69.8	40.3	42.7	38.7	32.2	20.9
LOS by Move:	E	B	C	F	D	D	E	D	D	D	C	C
HCM2kAvgQ:	8	3	10	1	13	13	5	9	8	10	16	0

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	76	542	3		7	677	259		190	0	81		2	0	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	542	3		7	677	259		190	0	81		2	0	17	
Added Vol:	12	0	0		0	0	9		10	0	13		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	88	542	3		7	677	268		200	0	94		2	0	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	92	565	3		7	706	279		209	0	98		2	0	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	565	3		7	706	279		209	0	98		2	0	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	565	3		7	706	279		209	0	98		2	0	18	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.90	1.00	0.83		0.93	1.00	0.83	
Lanes:	1.00	1.99	0.01		1.00	1.43	0.57		2.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1769	3515	19		1769	2426	960		3432	0	1583		1769	0	1583	
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.16	0.16		0.00	0.29	0.29		0.06	0.00	0.06		0.00	0.00	0.01	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.11	0.71	0.71		0.02	0.62	0.62		0.13	0.00	0.15		0.00	0.00	0.02	
Volume/Cap:	0.47	0.23	0.23		0.23	0.47	0.47		0.47	0.00	0.41		0.41	0.00	0.47	
Delay/Veh:	43.6	5.1	5.1		52.0	10.5	10.5		41.2	0.0	39.7		96.7	0.0	57.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.6	5.1	5.1		52.0	10.5	10.5		41.2	0.0	39.7		96.7	0.0	57.2	
LOS by Move:	D	A	A		D	B	B		D	A	D		F	A	E	
HCM2kAvgQ:	3	3	3		0	9	9		4	0	3		0	0	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	10	482	105		88	581	91		67	2	9		77	6	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	482	105		88	581	91		67	2	9		77	6	72	
Added Vol:	0	0	4		2	0	1		1	9	0		3	7	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	482	109		90	581	92		68	11	9		80	13	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	507	115		95	611	97		72	12	9		84	14	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	507	115		95	611	97		72	12	9		84	14	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	507	115		95	611	97		72	12	9		84	14	78	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.90	0.90		0.93	0.91	0.91		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.63	0.37		1.00	1.73	0.27		0.78	0.12	0.10		0.86	0.14	1.00	
Final Sat.:	1769	2805	634		1769	2990	473		1366	221	181		1536	250	1583	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.18	0.18		0.05	0.20	0.20		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Moves:		****			****						****			****		
Green/Cycle:	0.02	0.48	0.48		0.14	0.61	0.61		0.14	0.14	0.14		0.15	0.15	0.15	
Volume/Cap:	0.30	0.38	0.38		0.38	0.33	0.33		0.37	0.37	0.37		0.37	0.37	0.33	
Delay/Veh:	53.0	16.6	16.6		40.1	9.7	9.7		40.0	40.0	40.0		39.1	39.1	38.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.0	16.6	16.6		40.1	9.7	9.7		40.0	40.0	40.0		39.1	39.1	38.8	
LOS by Move:	D	B	B		D	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	1	6	6		3	6	6		3	3	3		3	3	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[29.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	62	520	0	0	570	97	77	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	520	0	0	570	97	77	0	62	0	0	0
Added Vol:	9	2	0	0	2	2	2	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	522	0	0	572	99	79	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	74	545	0	0	597	103	82	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	545	0	0	597	103	82	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	700	xxxx	xxxxx	xxxx	xxxx	xxxxx	1069	1342	350	xxxx	xxxx	xxxxx
Potent Cap.:	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	216	151	646	xxxx	xxxx	xxxxx
Move Cap.:	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	138	646	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	0.00	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	302	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				29.4		xxxxxx		
ApproachLOS:	*			*				D		*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	25	536	130	63	533	36	13	2	12	84	4	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	536	130	63	533	36	13	2	12	84	4	33
Added Vol:	0	2	2	11	2	0	0	0	0	2	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	538	132	74	535	36	13	2	12	86	4	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	26	559	137	77	556	37	14	2	12	89	4	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	559	137	77	556	37	14	2	12	89	4	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	559	137	77	556	37	14	2	12	89	4	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.92	0.92	0.82	0.82	0.82	0.69	0.69	0.83
Lanes:	1.00	1.61	0.39	1.00	1.87	0.13	0.49	0.07	0.44	0.96	0.04	1.00
Final Sat.:	1769	2756	676	1769	3285	221	747	115	689	1261	59	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.17	0.17	0.02	0.02	0.02	0.07	0.07	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.58	0.58	0.12	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.24	0.35	0.35	0.36	0.26	0.26	0.09	0.09	0.09	0.35	0.35	0.14
Delay/Veh:	46.0	11.2	11.2	41.5	7.4	7.4	32.7	32.7	32.7	35.3	35.3	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	11.2	11.2	41.5	7.4	7.4	32.7	32.7	32.7	35.3	35.3	33.1
LOS by Move:	D	B	B	D	A	A	C	C	C	D	D	C
HCM2kAvgQ:	1	6	6	3	4	4	1	1	1	3	3	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	33	665	68	44	571	14	9	6	12	31	4	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	665	68	44	571	14	9	6	12	31	4	17
Added Vol:	1	4	0	0	3	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	669	68	44	574	14	9	6	13	31	4	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	37	719	73	47	617	15	10	6	14	33	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	719	73	47	617	15	10	6	14	33	4	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	719	73	47	617	15	10	6	14	33	4	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.93	0.83	0.35	0.93	0.83	0.85	0.85	0.85	0.94	0.94	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.64	0.43	0.93	0.89	0.11	1.00
Final Sat.:	752	3538	1583	668	3538	1583	1041	694	1503	1580	204	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.05	0.07	0.17	0.01	0.01	0.01	0.01	0.02	0.02	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.04	0.04	0.04	0.08	0.08	0.08
Volume/Cap:	0.06	0.26	0.06	0.09	0.22	0.01	0.23	0.23	0.23	0.26	0.26	0.14
Delay/Veh:	2.4	2.8	2.3	2.4	2.7	2.2	47.4	47.4	47.4	44.2	44.2	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.8	2.3	2.4	2.7	2.2	47.4	47.4	47.4	44.2	44.2	43.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	1	0	3	0	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	766	0	0	614	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	0	0	614	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	771	0	0	618	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	771	0	0	618	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	771	0	0	618	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	771	0	0	618	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	3538	0	0	3538	0	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	0.94	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	7	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 0	0 0	1	1 0	0 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	766	0	0	614	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	0	0	614	0	0	0	0	0	0	0
Added Vol:	0	5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	771	0	0	618	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	771	0	0	618	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	771	0	0	618	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	309	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	687	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	687	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	42	64	7	144	84	386	493	515	92	2	346	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	64	7	144	84	386	493	515	92	2	346	209
Added Vol:	18	0	0	0	0	4	5	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	64	7	144	84	390	498	515	113	2	346	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	62	66	7	149	87	404	516	533	117	2	358	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	66	7	149	87	404	516	533	117	2	358	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	66	7	149	87	404	516	533	117	2	358	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.98	0.83	0.70	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1302	1862	1583	1331	1862	1583	3432	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.11	0.05	0.26	0.15	0.15	0.07	0.00	0.10	0.14
Crit Moves:						****	****					****
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.25	0.48	0.48	0.00	0.23	0.23
Volume/Cap:	0.11	0.08	0.01	0.26	0.11	0.60	0.60	0.32	0.15	0.32	0.44	0.60
Delay/Veh:	17.3	17.0	16.4	18.7	17.2	23.4	34.0	16.1	14.8	75.3	33.4	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.0	16.4	18.7	17.2	23.4	34.0	16.1	14.8	75.3	33.4	37.1
LOS by Move:	B	B	B	B	B	C	C	B	B	E	C	D
HCM2kAvgQ:	1	1	0	3	2	10	8	5	2	0	5	7

Note: Queue reported is the number of cars per lane.

TRIP GENERATION

Wal-Mart Trip Generation

Period	LU	Description	Size (KSF or Fueling Positions)	Rate	% In	% Out	Total Trips In	Total Trips Out	Internal Capture	New Trips In	New Trips Out	Internal Capture Volume In	Internal Capture Volume Out	Pass-by *	New Trips In	New Trips Out	Pass-by Volume In	Pass-by Volume Out
AM Peak	813	Free Standing Discount Superstore	200.831	1.84	51%	49%	188	181	0%	188	181	0	0	0%	188	181	0	0
	932	High-Turnover (Sit-Down) Restaurant	8.0	11.52	52%	48%	48	44	0%	48	44	0	0	0%	48	44	0	0
	946	Gasoline Station w/ Convenience Market and Car Wash	12.0	10.64	51%	49%	65	63	0%	65	63	0	0	62%	25	24	40	39
	Total						**301**	**288**		**301**	**288**	**0**	**0**		**261**	**249**	**40**	**39**
PM Peak	815	Free Standing Discount Store	200.831	5.06	50%	50%	508	508	5%	483	483	25	25	17%	400	400	83	83
	932	High-Turnover (Sit-Down) Restaurant	8.0	10.92	61%	39%	53	34	41%	31	20	22	14	43%	18	11	13	9
	946	Gasoline Station w/ Convenience Market and Car Wash	12.0	13.33	50%	50%	80	80	31%	55	55	25	25	56%	24	24	31	31
	Total						**641**	**622**		**569**	**558**	**72**	**64**		**442**	**435**	**127**	**122**

* Pass-by taken from Free Standing Discount Store for the Wal-Mart land use

NEAR-TERM TRAFFIC CONDITIONS (TRAFFIX)

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Scenario Report

Scenario:	Near Term AM
Command:	Near Term AM
Volume:	Existing AM
Geometry:	Existing AM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Approved AM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term AM

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	82.1	1.116	F	209.6	1.551	+127.548 D/V
# 2 Sunset Avenue & Pintail Drive	C	23.3	0.320	C	27.0	0.441	+ 3.704 D/V
# 3 Sunset Avenue & Rio Vista Road	C	24.1	0.684	E	56.5	1.048	+32.331 D/V
# 4 Emperor Drive & Pintail Drive	A	9.0	0.295	B	11.5	0.538	+ 0.243 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.3	0.580	C	33.6	0.945	+15.293 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.2	0.238	A	9.1	0.361	+ 0.123 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	14.7	0.000	C	24.5	0.000	+ 9.789 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.4	0.110	A	7.8	0.167	+ 0.057 V/C
# 9 Fulmar Drive/Driveway & Peters	A	7.0	0.046	A	7.1	0.050	+ 0.004 V/C
# 10 Walters Road & Air Base Parkwa	C	33.2	0.757	F	117.3	1.288	+84.068 D/V
# 11 Walters Road & East Tabor Aven	B	17.8	0.312	C	23.2	0.533	+ 5.442 D/V
# 12 Walters Road & Bella Vista Dri	C	21.2	0.328	C	25.0	0.526	+ 3.818 D/V
# 13 Walters Road & Pintail Drive	C	15.8	0.000	F	96.5	0.000	+80.637 D/V
# 14 Walters Road & Montebello Driv	B	18.2	0.284	C	20.6	0.457	+ 2.325 D/V
# 15 Walters Road & Petersen Road	A	6.6	0.220	A	6.3	0.398	-0.266 D/V
# 16 Walters Road & Main Driveway	A	0.2	0.186	A	3.1	0.391	+ 2.854 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	13.1	0.000	+13.093 D/V
# 18 Walters Road & Rio Vista Road	C	23.7	0.521	D	42.5	0.943	+18.859 D/V

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.551
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 209.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	44	42	18	7	29	625	132	674	5	26	1587	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	44	42	18	7	29	625	132	674	5	26	1587	30				
Added Vol:	26	29	88	32	55	141	76	360	18	153	705	32				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	70	71	106	39	84	766	208	1034	23	179	2292	62				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	76	77	115	42	91	830	225	1120	25	194	2483	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	76	77	115	42	91	830	225	1120	25	194	2483	67				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	76	77	115	42	91	830	225	1120	25	194	2483	67				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1769	1862	1583	1769	1862	1583	3432	3538	1583	1769	3538	1583				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.07	0.02	0.05	0.52	0.07	0.32	0.02	0.11	0.70	0.04				
Crit Moves:			****			****	****				****					
Green/Cycle:	0.05	0.05	0.05	0.34	0.34	0.34	0.04	0.37	0.37	0.13	0.45	0.45				
Volume/Cap:	0.92	0.88	1.55	0.07	0.14	1.55	1.55	0.86	0.04	0.86	1.55	0.09				
Delay/Veh:	118.7	107	351.3	22.5	23.1	290.0	326.6	35.3	20.3	69.7	278	15.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	118.7	107	351.3	22.5	23.1	290.0	326.6	35.3	20.3	69.7	278	15.7				
LOS by Move:	F	F	F	C	C	F	F	D	C	E	F	B				
HCM2kAvgQ:	5	5	10	1	2	63	10	20	0	9	97	1				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	13	237	33	113	239	17	20	22	10	86	73	150				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	13	237	33	113	239	17	20	22	10	86	73	150				
Added Vol:	30	79	6	46	216	73	18	5	43	18	3	83				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	43	316	39	159	455	90	38	27	53	104	76	233				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	46	334	41	168	481	95	40	29	56	110	80	247				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	46	334	41	168	481	95	40	29	56	110	80	247				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	46	334	41	168	481	95	40	29	56	110	80	247				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.92	0.92	0.93	0.91	0.91	0.45	0.88	0.88	0.69	0.87	0.87				
Lanes:	1.00	1.78	0.22	1.00	1.67	0.33	1.00	0.34	0.66	1.00	0.25	0.75				
Final Sat.:	1769	3099	382	1769	2880	570	855	566	1111	1305	406	1245				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.11	0.10	0.17	0.17	0.05	0.05	0.05	0.08	0.20	0.20				
Crit Moves:		****		****							****					
Green/Cycle:	0.11	0.20	0.20	0.23	0.32	0.32	0.48	0.48	0.48	0.48	0.48	0.48				
Volume/Cap:	0.23	0.54	0.54	0.41	0.52	0.52	0.10	0.11	0.11	0.18	0.41	0.41				
Delay/Veh:	41.3	36.7	36.7	33.4	28.2	28.2	14.3	14.3	14.3	14.9	17.2	17.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.3	36.7	36.7	33.4	28.2	28.2	14.3	14.3	14.3	14.9	17.2	17.2				
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B				
HCM2kAvgQ:	1	6	6	5	8	8	1	1	1	2	7	7				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	72	25	7		65	33	320		207	449	35		19	1238	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	25	7		65	33	320		207	449	35		19	1238	72	
Added Vol:	13	11	6		32	24	247		114	348	17		9	609	53	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	36	13		97	57	567		321	797	52		28	1847	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	90	38	14		103	61	603		341	848	55		30	1965	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	38	14		103	61	603		341	848	55		30	1965	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	38	14		103	61	603		341	848	55		30	1965	133	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.95	0.95	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.26	0.74	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2273	1336	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.01		0.05	0.05	0.22		0.10	0.24	0.03		0.02	0.56	0.08	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.05	0.05	0.05		0.21	0.21	0.21		0.09	0.58	0.58		0.04	0.53	0.53	
Volume/Cap:	1.05	0.42	0.18		0.22	0.22	1.05		1.05	0.41	0.06		0.41	1.05	0.16	
Delay/Veh:	158.3	49.3	46.8		33.1	33.1	90.5		108.3	11.5	9.0		50.5	58.3	12.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	158.3	49.3	46.8		33.1	33.1	90.5		108.3	11.5	9.0		50.5	58.3	12.2	
LOS by Move:	F	D	D		C	C	F		F	B	A		D	E	B	
HCM2kAvgQ:	6	2	1		2	2	17		10	7	1		1	43	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	44	17	31		4	49	46		24	79	36		50	132	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	17	31		4	49	46		24	79	36		50	132	4	
Added Vol:	1	0	54		0	1	0		0	44	3		58	73	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	17	85		4	50	46		24	123	39		108	205	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	53	20	100		5	59	54		28	144	46		126	240	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	20	100		5	59	54		28	144	46		126	240	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	20	100		5	59	54		28	144	46		126	240	5	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.31	0.11	0.58		0.04	0.50	0.46		0.13	0.66	0.21		0.34	0.65	0.01	
Final Sat.:	191	72	360		24	300	276		86	441	140		235	446	9	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.28		0.20	0.20	0.20		0.33	0.33	0.33		0.54	0.54	0.54	
Crit Moves:		****					****			****				****		
Delay/Veh:	10.0	10.0	10.0		9.5	9.5	9.5		10.3	10.3	10.3		13.4	13.4	13.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.0	10.0	10.0		9.5	9.5	9.5		10.3	10.3	10.3		13.4	13.4	13.4	
LOS by Move:	B	B	B		A	A	A		B	B	B		B	B	B	
ApproachDel:		10.0				9.5				10.3				13.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.0				9.5				10.3				13.4		
LOS by Appr:		B				A				B				B		
AllWayAvgQ:	0.3	0.3	0.3		0.2	0.2	0.2		0.4	0.4	0.4		1.0	1.0	1.0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 133 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	147	13	13		15	14	198		55	441	39		14	1069	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	13	13		15	14	198		55	441	39		14	1069	7	
Added Vol:	87	0	0		2	1	59		54	270	62		0	525	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	234	13	13		17	15	257		109	711	101		14	1594	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	247	14	14		18	16	271		115	750	107		15	1681	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	247	14	14		18	16	271		115	750	107		15	1681	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	247	14	14		18	16	271		115	750	107		15	1681	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.41	0.98	0.83		0.74	0.84	0.84		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.06	0.94		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	773	1862	1583		1410	88	1509		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.01	0.01		0.01	0.18	0.18		0.07	0.21	0.07		0.01	0.48	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.07	0.55	0.55		0.02	0.50	0.50	
Volume/Cap:	0.94	0.02	0.03		0.04	0.53	0.53		0.94	0.39	0.12		0.39	0.94	0.01	
Delay/Veh:	72.9	22.1	22.1		22.2	27.7	27.7		110.7	13.0	10.9		54.6	34.5	12.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.9	22.1	22.1		22.2	27.7	27.7		110.7	13.0	10.9		54.6	34.5	12.4	
LOS by Move:	E	C	C		C	C	C		F	B	B		D	C	B	
HCM2kAvgQ:	11	0	0		0	8	8		7	7	2		1	31	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	0	1
Volume Module:																
Base Vol:	17	0	13		0	0	0		0	92	15		52	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	0	13		0	0	0		0	92	15		52	120	0	
Added Vol:	0	0	0		0	0	0		0	61	6		12	72	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	0	13		0	0	0		0	153	21		64	192	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	20	0	15		0	0	0		0	180	25		75	226	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	0	15		0	0	0		0	180	25		75	226	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	0	15		0	0	0		0	180	25		75	226	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.57	0.00	0.43		0.00	0.00	0.00		0.00	0.88	0.12		0.25	0.75	0.00	
Final Sat.:	390	0	298		0	0	0		0	736	101		209	627	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	xxxx	0.05		xxxx	xxxx	xxxx		xxxx	0.24	0.24		0.36	0.36	xxxx	
Crit Moves:	****										****			****		
Delay/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.6	8.6		9.6	9.6	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.6	8.6		9.6	9.6	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.0				xxxxxx				8.6				9.6			
Delay Adj:	1.00				xxxxx				1.00				1.00			
ApprAdjDel:	8.0				xxxxxx				8.6				9.6			
LOS by Appr:	A				*				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.3	0.3	0.3		0.5	0.5	0.5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[24.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	0	2	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		127	0	469	0	0		963	1										
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
Initial Bse:	0	0	0	0	0		127	0	469	0	0		963	1										
Added Vol:	0	0	0	0	0		18	0	272	0	0		508	0										
PasserByVol:	0	0	0	0	0		0	0	0	0	0		0	0										
Initial Fut:	0	0	0	0	0		145	0	741	0	0		1471	1										
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
PHF Adj:	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94		0.94	0.94										
PHF Volume:	0	0	0	0	0		154	0	789	0	0		1567	1										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
FinalVolume:	0	0	0	0	0		154	0	789	0	0		1567	1										
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx										
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		783	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx										
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		336	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx										
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		336	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx										
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		0.46	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		2.3	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		24.5	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx										
LOS by Move:	*	*	*	*	*		C	*	*	*	*		*	*										
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx										
Shared LOS:	*	*	*	*	*		*	*	*	*	*		*	*										
ApproachDel:	xxxxxx						24.5						xxxxxx						xxxxxx					
ApproachLOS:	*						C						*						*					

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	10	0	13	0	0		0	0	76	7	2		58	0										
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
Initial Bse:	10	0	13	0	0		0	0	76	7	2		58	0										
Added Vol:	14	0	0	0	0		0	0	29	12	0		32	0										
PasserByVol:	0	0	0	0	0		0	0	0	0	0		0	0										
Initial Fut:	24	0	13	0	0		0	0	105	19	2		90	0										
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
PHF Adj:	0.85	0.85	0.85	0.85	0.85		0.85	0.85	0.85	0.85	0.85		0.85	0.85										
PHF Volume:	28	0	15	0	0		0	0	124	22	2		106	0										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
Reduced Vol:	28	0	15	0	0		0	0	124	22	2		106	0										
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
FinalVolume:	28	0	15	0	0		0	0	124	22	2		106	0										
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
Lanes:	0.65	0.00	0.35	0.00	0.00		0.00	0.00	0.85	0.15	0.02		0.98	0.00										
Final Sat.:	510	0	276	0	0		0	0	744	135	19		833	0										
Capacity Analysis Module:																								
Vol/Sat:	0.06	xxxx	0.06	xxxx	xxxx		xxxx	xxxx	0.17	0.17	0.13		0.13	xxxx										
Crit Moves:	****								****				****											
Delay/Veh:	7.6	0.0	7.6	0.0	0.0		0.0	0.0	7.8	7.8	7.8		7.8	0.0										
Delay Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
AdjDel/Veh:	7.6	0.0	7.6	0.0	0.0		0.0	0.0	7.8	7.8	7.8		7.8	0.0										
LOS by Move:	A	*	A	*	*		*	*	A	A	A		A	*										
ApproachDel:	7.6						xxxxxx						7.8						7.8					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	7.6						xxxxxx						7.8						7.8					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0		0.0	0.2	0.2	0.2	0.1		0.1	0.1										

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.050
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		33	0	0		0	0	0		0	0	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		33	0	0		0	0	0		0	0	21	
Added Vol:	0	0	0		3	0	0		0	0	0		0	0	3	
PasserByVol:	0	1	0		-1	1	0		0	0	0		0	0	-1	
Initial Fut:	0	1	0		35	1	0		0	0	0		0	0	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	1	0		41	1	0		0	0	0		0	0	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1	0		41	1	0		0	0	0		0	0	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1	0		41	1	0		0	0	0		0	0	27	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.97	0.03	0.00		0.00	0.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	888	0		833	24	0		0	0	0		0	0	1039	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.00	xxxx		0.05	0.05	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.03	
Crit Moves:		****				****									****	
Delay/Veh:	0.0	7.0	0.0		7.4	7.4	0.0		0.0	0.0	0.0		0.0	0.0	6.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.0	0.0		7.4	7.4	0.0		0.0	0.0	0.0		0.0	0.0	6.5	
LOS by Move:	*	A	*		A	A	*		*	*	*		*	*	A	
ApproachDel:		7.0				7.4			xxxxxx					6.5		
Delay Adj:		1.00				1.00			xxxxx					1.00		
ApprAdjDel:		7.0				7.4			xxxxxx					6.5		
LOS by Appr:		A				A			*					A		
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.288
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 117.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road						Air Base Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0	1	0	0	1	0	1	0	2	0
Volume Module:												
Base Vol:	195	101	475	5	100	124	137	828	169	177	314	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	101	475	5	100	124	137	828	169	177	314	12
Added Vol:	109	0	291	0	0	0	0	453	54	347	735	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	101	766	5	100	124	137	1281	223	524	1049	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	344	114	867	6	113	140	155	1449	252	593	1187	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	114	867	6	113	140	155	1449	252	593	1187	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	114	867	6	113	140	155	1449	252	593	1187	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	762	945	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.19	0.06	0.55	0.00	0.15	0.15	0.09	0.41	0.16	0.17	0.34	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.43	0.43	0.00	0.19	0.19	0.09	0.32	0.32	0.13	0.36	0.36
Volume/Cap:	0.80	0.14	1.29	1.29	0.80	0.80	0.94	1.29	0.50	1.29	0.94	0.02
Delay/Veh:	46.0	17.7	169.2	606.1	52.6	52.6	96.1	170	28.4	188.3	43.7	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	17.7	169.2	606.1	52.6	52.6	96.1	170	28.4	188.3	43.7	20.8
LOS by Move:	D	B	F	F	D	D	F	F	C	F	D	C
HCM2kAvgQ:	12	2	52	1	10	10	8	46	7	20	23	0

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	59	584	1		30	318	98		183	5	74		1	2	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	584	1		30	318	98		183	5	74		1	2	4	
Added Vol:	32	288	28		25	361	38		49	1	28		81	2	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	872	29		55	679	136		232	6	102		82	4	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	104	1000	33		63	779	156		266	7	117		94	5	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	104	1000	33		63	779	156		266	7	117		94	5	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	104	1000	33		63	779	156		266	7	117		94	5	94	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.91	0.91		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.94	0.06		1.00	1.67	0.33		2.00	0.06	0.94		1.00	0.05	0.95	
Final Sat.:	1769	3407	113		1769	2874	576		3432	89	1509		1769	74	1522	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.29	0.29		0.04	0.27	0.27		0.08	0.08	0.08		0.05	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.55	0.55		0.07	0.51	0.51		0.14	0.15	0.15		0.11	0.12	0.12	
Volume/Cap:	0.54	0.53	0.53		0.51	0.53	0.53		0.55	0.52	0.52		0.48	0.52	0.52	
Delay/Veh:	45.0	14.6	14.6		48.3	16.8	16.8		41.5	41.1	41.1		43.7	43.7	43.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.0	14.6	14.6		48.3	16.8	16.8		41.5	41.1	41.1		43.7	43.7	43.7	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	11	11		3	10	10		5	4	4		3	4	4	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	455	20		24	344	25		98	4	9		77	1	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	455	20		24	344	25		98	4	9		77	1	91	
Added Vol:	0	229	37		31	394	28		16	11	0		105	14	82	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	684	57		55	738	53		114	15	9		182	15	173	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	759	63		61	819	59		127	17	10		202	17	192	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	759	63		61	819	59		127	17	10		202	17	192	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	759	63		61	819	59		127	17	10		202	17	192	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.92	0.92		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.85	0.15		1.00	1.87	0.13		0.83	0.11	0.06		0.92	0.08	1.00	
Final Sat.:	1900	3226	269		1769	3268	235		1463	193	116		1645	136	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.03	0.25	0.25		0.09	0.09	0.09		0.12	0.12	0.12	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.00	0.44	0.44		0.05	0.49	0.49		0.23	0.23	0.23		0.20	0.20	0.20	
Volume/Cap:	0.00	0.53	0.53		0.69	0.51	0.51		0.38	0.38	0.38		0.61	0.61	0.61	
Delay/Veh:	0.0	20.9	20.9		67.4	17.6	17.6		33.0	33.0	33.0		39.7	39.7	39.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	20.9	20.9		67.4	17.6	17.6		33.0	33.0	33.0		39.7	39.7	39.8	
LOS by Move:	A	C	C		E	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	0	10	10		3	10	10		4	4	4		7	7	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: F[96.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	12	399	0	0	388	42	76	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	399	0	0	388	42	76	0	43	0	0	0
Added Vol:	23	255	0	0	490	9	11	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	654	0	0	878	51	87	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	38	712	0	0	956	56	95	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	712	0	0	956	56	95	0	66	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	1417	1773	506	xxxx	xxxx	xxxxx
Potent Cap.:	681	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	82	512	xxxx	xxxx	xxxxx
Move Cap.:	681	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	78	512	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	0.00	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	179	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	96.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			96.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle:	32	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	356	34	26	397	8	24	0	24	138	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	356	34	26	397	8	24	0	24	138	0	31
Added Vol:	0	256	13	17	491	0	0	0	0	18	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	612	47	43	888	8	24	0	24	156	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	673	52	47	976	9	26	0	26	171	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	673	52	47	976	9	26	0	26	171	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	673	52	47	976	9	26	0	26	171	0	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.78	1.00	0.78	0.67	1.00	0.83
Lanes:	1.00	1.86	0.14	1.00	1.98	0.02	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1769	3249	250	1769	3503	32	742	0	742	1268	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.03	0.28	0.28	0.04	0.00	0.04	0.14	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.01	0.41	0.41	0.08	0.49	0.49	0.42	0.00	0.42	0.42	0.00	0.42
Volume/Cap:	0.25	0.50	0.50	0.33	0.57	0.57	0.08	0.00	0.08	0.32	0.00	0.09
Delay/Veh:	56.4	22.2	22.2	44.9	18.5	18.5	17.5	0.0	17.5	19.8	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	22.2	22.2	44.9	18.5	18.5	17.5	0.0	17.5	19.8	0.0	17.5
LOS by Move:	E	C	C	D	B	B	B	A	B	B	A	B
HCM2kAvgQ:	0	9	9	2	11	11	1	0	1	4	0	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	6	383	29		23	523	13		4	7	22		32	2	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	383	29		23	523	13		4	7	22		32	2	7	
Added Vol:	3	263	0		0	514	0		0	0	3		0	0	0	
PasserByVol:	-1	0	0		0	0	0		0	0	-1		0	0	0	
Initial Fut:	8	646	29		23	1037	13		4	7	24		32	2	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	9	714	32		25	1146	14		4	8	27		35	2	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	714	32		25	1146	14		4	8	27		35	2	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	714	32		25	1146	14		4	8	27		35	2	8	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.21	0.93	0.83		0.35	0.93	0.83		0.83	0.83	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.36	0.64	1.00		0.94	0.06	1.00	
Final Sat.:	398	3538	1583		659	3538	1583		574	1004	1577		1674	105	1583	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.02		0.04	0.32	0.01		0.01	0.01	0.02		0.02	0.02	0.00	
Crit Moves:						****					****		****			
Green/Cycle:	0.74	0.74	0.74		0.74	0.74	0.74		0.05	0.08	0.08		0.09	0.12	0.12	
Volume/Cap:	0.03	0.27	0.03		0.05	0.44	0.01		0.15	0.10	0.21		0.23	0.18	0.04	
Delay/Veh:	3.5	4.3	3.5		3.6	5.1	3.4		45.8	42.8	43.6		43.1	40.0	39.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.5	4.3	3.5		3.6	5.1	3.4		45.8	42.8	43.6		43.1	40.0	39.0	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	4	0		0	7	0		1	0	1		1	1	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	418	0		0	569	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	418	0		0	569	0		0	0	0		0	0	0	
Added Vol:	0	266	0		0	517	0		0	0	0		0	0	0	
PasserByVol:	30	-15	0		0	-10	9		14	0	23		0	0	0	
Initial Fut:	30	669	0		0	1076	9		14	0	23		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	33	727	0		0	1170	10		15	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	727	0		0	1170	10		15	0	25		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	727	0		0	1170	10		15	0	25		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.93	0.93		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.98	0.02		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	3505	29		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.00		0.00	0.33	0.33		0.01	0.00	0.02		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.05	0.90	0.00		0.00	0.85	0.85		0.04	0.00	0.04		0.00	0.00	0.00	
Volume/Cap:	0.39	0.23	0.00		0.00	0.39	0.39		0.21	0.00	0.39		0.00	0.00	0.00	
Delay/Veh:	49.3	0.7	0.0		0.0	1.7	1.7		47.9	0.0	50.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	0.7	0.0		0.0	1.7	1.7		47.9	0.0	50.7		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	1	2	0		0	4	4		1	0	1		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 0	0 0	1	1 0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	418	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	266	0	0	517	0	0	0	0	0	0	0
PasserByVol:	0	15	0	0	13	0	0	0	1	0	0	0
Initial Fut:	0	699	0	0	1099	0	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	760	0	0	1195	0	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	760	0	0	1195	0	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	597	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 131 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	94	4	130	25	414	176	273	20	0	452	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	94	4	130	25	414	176	273	20	0	452	148
Added Vol:	49	4	0	66	1	450	223	16	33	0	8	40
PasserByVol:	0	0	0	9	0	5	10	-10	0	0	-5	5
Initial Fut:	147	98	4	205	26	869	409	279	53	0	455	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	105	4	221	28	935	440	300	57	0	490	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	105	4	221	28	935	440	300	57	0	490	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	105	4	221	28	935	440	300	57	0	490	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.98	0.83	0.67	0.98	0.83	0.90	0.93	0.83	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1387	1862	1583	1277	1862	1583	3432	3538	1583	1900	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.00	0.17	0.02	0.59	0.13	0.08	0.04	0.00	0.14	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.14	0.28	0.28	0.00	0.15	0.15
Volume/Cap:	0.18	0.09	0.00	0.28	0.02	0.94	0.94	0.30	0.13	0.00	0.94	0.89
Delay/Veh:	8.0	7.4	7.0	8.6	7.1	33.5	70.5	28.3	26.8	0.0	68.1	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	7.4	7.0	8.6	7.1	33.5	70.5	28.3	26.8	0.0	68.1	74.2
LOS by Move:	A	A	A	A	A	C	E	C	C	A	E	E
HCM2kAvgQ:	2	1	0	3	0	32	11	4	1	0	12	9

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Scenario Report

Scenario:	Near Term PM
Command:	Near Term PM
Volume:	Existing PM
Geometry:	Existing PM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Approved PM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Near Term PM

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	C	32.0	0.895	F	138.6	1.353	+106.663 D/V
# 2 Sunset Avenue & Pintail Drive	B	18.1	0.408	C	21.1	0.537	+ 2.958 D/V
# 3 Sunset Avenue & Rio Vista Road	C	26.3	0.621	D	37.7	0.894	+11.306 D/V
# 4 Emperor Drive & Pintail Drive	B	12.2	0.544	C	15.3	0.642	+ 0.098 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.8	0.578	C	24.9	0.835	+ 6.186 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.9	0.351	A	9.4	0.402	+ 0.050 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	11.9	0.000	C	15.1	0.000	+ 3.194 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.8	0.162	A	8.0	0.195	+ 0.033 V/C
# 9 Fulmar Drive/Driveway & Peters	A	6.9	0.060	A	6.9	0.061	+ 0.001 V/C
# 10 Walters Road & Air Base Parkwa	D	36.9	0.790	F	156.7	1.398	+119.716 D/V
# 11 Walters Road & East Tabor Aven	B	15.0	0.456	C	20.2	0.665	+ 5.191 D/V
# 12 Walters Road & Bella Vista Dri	B	17.9	0.360	C	23.3	0.680	+ 5.437 D/V
# 13 Walters Road & Pintail Drive	D	27.4	0.000	F	325.1	0.000	+297.618 D/V
# 14 Walters Road & Montebello Driv	B	13.6	0.338	B	15.1	0.561	+ 1.568 D/V
# 15 Walters Road & Petersen Road	A	4.9	0.255	A	4.8	0.451	-0.167 D/V
# 16 Walters Road & Main Driveway	A	9.3	0.230	B	11.8	0.406	+ 2.417 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 18 Walters Road & Rio Vista Road	C	25.5	0.591	E	62.4	1.076	+36.901 D/V

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.353
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 138.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Added Vol:	36	54	143		50	37	116		147	616	36		100	489	43	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	130	235		81	74	359		636	2484	58		152	1508	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	63	133	241		83	76	367		651	2542	59		156	1544	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	133	241		83	76	367		651	2542	59		156	1544	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	133	241		83	76	367		651	2542	59		156	1544	73	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.15		0.05	0.04	0.23		0.19	0.72	0.04		0.09	0.44	0.05	
Crit Moves:			****				****			****			****			
Green/Cycle:	0.11	0.11	0.11		0.17	0.17	0.17		0.18	0.53	0.53		0.06	0.42	0.42	
Volume/Cap:	0.32	0.64	1.35		0.27	0.24	1.35		1.05	1.35	0.07		1.35	1.05	0.11	
Delay/Veh:	41.8	48.8	235.5		36.5	36.2	222.6		91.0	186	11.5		252.1	67.1	18.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.8	48.8	235.5		36.5	36.2	222.6		91.0	186	11.5		252.1	67.1	18.0	
LOS by Move:	D	D	F		D	D	F		F	F	B		F	E	B	
HCM2kAvgQ:	2	5	17		2	2	25		17	84	1		12	35	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	21	545	110		23	393	44		43	54	23		89	59	163	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	545	110		23	393	44		43	54	23		89	59	163	
Added Vol:	15	254	12		23	166	50		57	6	14		14	7	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	36	799	122		46	559	94		100	60	37		103	66	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	40	880	134		51	616	104		110	66	41		113	73	205	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	880	134		51	616	104		110	66	41		113	73	205	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	880	134		51	616	104		110	66	41		113	73	205	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.91	0.91		0.44	0.92	0.92		0.65	0.87	0.87	
Lanes:	1.00	1.74	0.26		1.00	1.71	0.29		1.00	0.62	0.38		1.00	0.26	0.74	
Final Sat.:	1769	3008	459		1769	2962	498		834	1086	670		1242	434	1222	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.29	0.29		0.03	0.21	0.21		0.13	0.06	0.06		0.09	0.17	0.17	
Crit Moves:		****			****									****		
Green/Cycle:	0.08	0.48	0.48		0.06	0.47	0.47		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.28	0.61	0.61		0.48	0.44	0.44		0.36	0.16	0.16		0.25	0.45	0.45	
Delay/Veh:	44.4	19.8	19.8		48.8	17.9	17.9		23.6	21.3	21.3		22.1	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.4	19.8	19.8		48.8	17.9	17.9		23.6	21.3	21.3		22.1	24.4	24.4	
LOS by Move:	D	B	B		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	1	12	12		2	8	8		3	2	2		3	7	7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 107 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	67	68	19		237	55	290		615	1265	110		68	708	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	68	19		237	55	290		615	1265	110		68	708	181	
Added Vol:	24	28	12		61	21	147		203	581	25		11	447	49	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	96	31		298	76	437		818	1846	135		79	1155	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	92	97	31		303	77	444		830	1874	137		80	1173	234	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	97	31		303	77	444		830	1874	137		80	1173	234	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	97	31		303	77	444		830	1874	137		80	1173	234	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.94	0.94	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.59	0.41	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2854	728	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.02		0.11	0.11	0.16		0.24	0.53	0.09		0.05	0.33	0.15	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.06	0.06	0.06		0.18	0.18	0.18		0.27	0.59	0.59		0.05	0.37	0.37	
Volume/Cap:	0.89	0.89	0.34		0.59	0.59	0.89		0.89	0.89	0.15		0.89	0.89	0.40	
Delay/Veh:	102.2	101	47.4		39.3	39.3	58.5		45.8	23.0	9.2		108.6	37.5	23.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	102.2	101	47.4		39.3	39.3	58.5		45.8	23.0	9.2		108.6	37.5	23.6	
LOS by Move:	F	F	D		D	D	E		D	C	A		F	D	C	
HCM2kAvgQ:	5	6	1		6	6	11		16	30	2		5	21	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	76	72	137		5	34	33		58	215	74		38	139	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	72	137		5	34	33		58	215	74		38	139	4	
Added Vol:	3	1	57		0	1	0		0	28	2		51	30	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	73	194		5	35	33		58	243	76		89	169	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	84	77	205		5	37	35		61	257	80		94	179	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	77	205		5	37	35		61	257	80		94	179	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	84	77	205		5	37	35		61	257	80		94	179	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.23	0.21	0.56		0.07	0.48	0.45		0.15	0.65	0.20		0.34	0.64	0.02	
Final Sat.:	139	128	341		33	231	218		96	400	125		195	371	9	
Capacity Analysis Module:																
Vol/Sat:	0.60	0.60	0.60		0.16	0.16	0.16		0.64	0.64	0.64		0.48	0.48	0.48	
Crit Moves:		****					****			****				****		
Delay/Veh:	15.7	15.7	15.7		10.2	10.2	10.2		17.1	17.1	17.1		13.7	13.7	13.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.7	15.7	15.7		10.2	10.2	10.2		17.1	17.1	17.1		13.7	13.7	13.7	
LOS by Move:	C	C	C		B	B	B		C	C	C		B	B	B	
ApproachDel:		15.7				10.2				17.1				13.7		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		15.7				10.2				17.1				13.7		
LOS by Appr:		C				B				C				B		
AllWayAvgQ:	1.2	1.2	1.2		0.1	0.1	0.1		1.5	1.5	1.5		0.8	0.8	0.8	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	110	20	25		10	19	134		287	1065	172		21	812	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	20	25		10	19	134		287	1065	172		21	812	20	
Added Vol:	47	1	0		1	1	52		58	546	50		0	408	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	157	21	25		11	20	186		345	1611	222		21	1220	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	162	22	26		11	21	192		357	1666	230		22	1262	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	162	22	26		11	21	192		357	1666	230		22	1262	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	162	22	26		11	21	192		357	1666	230		22	1262	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.42	0.98	0.83		0.74	0.85	0.85		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.10	0.90		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	806	1862	1583		1397	156	1454		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.01	0.02		0.01	0.13	0.13		0.20	0.47	0.15		0.01	0.36	0.01	
Crit Moves:	****								****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.24	0.65	0.65		0.02	0.43	0.43	
Volume/Cap:	0.83	0.05	0.07		0.03	0.55	0.55		0.83	0.72	0.22		0.72	0.83	0.03	
Delay/Veh:	61.6	29.2	29.3		29.1	34.8	34.8		49.3	12.6	7.2		109.1	29.7	16.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.6	29.2	29.3		29.1	34.8	34.8		49.3	12.6	7.2		109.1	29.7	16.7	
LOS by Move:	E	C	C		C	C	C		D	B	A		F	C	B	
HCM2kAvgQ:	7	1	1		0	6	6		13	18	3		2	20	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 0	0 0		0	0 0	1 0		0	1 0	0 0	
Volume Module:																
Base Vol:	14	0	6		0	0	0		0	230	73		40	133	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	0	6		0	0	0		0	230	73		40	133	0	
Added Vol:	0	0	0		0	0	0		0	36	2		3	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	0	6		0	0	0		0	266	75		43	172	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	14	0	6		0	0	0		0	275	77		44	178	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	6		0	0	0		0	275	77		44	178	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	0	6		0	0	0		0	275	77		44	178	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.70	0.00	0.30		0.00	0.00	0.00		0.00	0.78	0.22		0.20	0.80	0.00	
Final Sat.:	458	0	196		0	0	0		0	684	193		163	653	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	xxxx	0.03		xxxx	xxxx	xxxx		xxxx	0.40	0.40		0.27	0.27	xxxx	
Crit Moves:	****									****			****			
Delay/Veh:	8.2	0.0	8.2		0.0	0.0	0.0		0.0	9.7	9.7		8.9	8.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.2	0.0	8.2		0.0	0.0	0.0		0.0	9.7	9.7		8.9	8.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.2				xxxxxx					9.7				8.9		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.2				xxxxxx					9.7				8.9		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.6	0.6	0.6		0.4	0.4	0.4	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[15.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	0	2	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0	96	0	1100	0	0	757	17												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	0	0	96	0	1100	0	0	757	17												
Added Vol:	0	0	0	0	0	4	0	547	0	0	405	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	0	0	100	0	1647	0	0	1162	17												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	0	0	0	0	100	0	1647	0	0	1162	17												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	0	0	0	100	0	1647	0	0	1162	17												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	581	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx					15.1	xxxxxx					xxxxxx												
ApproachLOS:	*					C	*					*												

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.195
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0												
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	12	0	12	0	0	0	0	117	22	21	106	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	12	0	12	0	0	0	0	117	22	21	106	0												
Added Vol:	8	0	0	0	0	0	0	18	9	0	24	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	20	0	12	0	0	0	0	135	31	21	130	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97												
PHF Volume:	21	0	12	0	0	0	0	140	32	22	134	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	21	0	12	0	0	0	0	140	32	22	134	0												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	21	0	12	0	0	0	0	140	32	22	134	0												
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.62	0.01	0.37	0.00	0.00	0.00	0.00	0.81	0.19	0.14	0.86	0.00												
Final Sat.:	472	0	283	0	0	0	0	715	164	118	730	0												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.00	0.04	xxxx	xxxx	xxxx	xxxx	0.20	0.20	0.18	0.18	xxxx												
Crit Moves:			****					****		****														
Delay/Veh:	7.7	7.7	7.7	0.0	0.0	0.0	0.0	8.0	8.0	8.1	8.1	0.0												
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	7.7	7.7	7.7	0.0	0.0	0.0	0.0	8.0	8.0	8.1	8.1	0.0												
LOS by Move:	A	A	A	*	*	*	*	A	A	A	A	*												
ApproachDel:	7.7			xxxxxx				8.0			8.1													
Delay Adj:	1.00			xxxxx				1.00			1.00													
ApprAdjDel:	7.7			xxxxxx				8.0			8.1													
LOS by Appr:	A			*				A			A													
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2												

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.061
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	1	0	0	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		27	0	0		0	0	0		0	0	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		27	0	0		0	0	0		0	0	51	
Added Vol:	0	0	0		1	0	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		28	0	0		0	0	0		0	0	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	0	0	0		34	0	0		0	0	0		0	0	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		34	0	0		0	0	0		0	0	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		34	0	0		0	0	0		0	0	64	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		1.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	869	0		837	0	0		0	0	0		0	0	1047	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.00	xxxx		0.04	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.06	
Crit Moves:		****			****										****	
Delay/Veh:	0.0	0.0	0.0		7.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	6.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		7.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	6.6	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	A	
ApproachDel:	xxxxxx				7.4				xxxxxx				6.6			
Delay Adj:	xxxxx				1.00				xxxxx				1.00			
ApprAdjDel:	xxxxxx				7.4				xxxxxx				6.6			
LOS by Appr:	*				A				*				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.1		0.1	0.1		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.398
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 156.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	1	
Volume Module:																
Base Vol:	205	154	390		5	177	199		110	510	219		547	961	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	205	154	390		5	177	199		110	510	219		547	961	17	
Added Vol:	97	0	430		0	0	0		0	880	130		378	692	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	302	154	820		5	177	199		110	1390	349		925	1653	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	314	160	852		5	184	207		114	1445	363		962	1718	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	314	160	852		5	184	207		114	1445	363		962	1718	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	314	160	852		5	184	207		114	1445	363		962	1718	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.90	0.90		0.93	0.93	0.83		0.90	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.47	0.53		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	807	908		1769	3538	1583		3432	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.09	0.54		0.00	0.23	0.23		0.06	0.41	0.23		0.28	0.49	0.01	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.17	0.39	0.39		0.00	0.22	0.22		0.06	0.29	0.29		0.20	0.43	0.43	
Volume/Cap:	1.05	0.22	1.40		1.40	1.05	1.05		1.12	1.40	0.78		1.40	1.12	0.03	
Delay/Veh:	106.2	20.8	219.6		698.5	98.3	98.3		171.1	220	41.1		227.8	90.4	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	106.2	20.8	219.6		698.5	98.3	98.3		171.1	220	41.1		227.8	90.4	16.2	
LOS by Move:	F	C	F		F	F	F		F	F	D		F	F	B	
HCM2kAvgQ:	16	3	57		1	19	19		8	51	12		34	43	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	76	542	3		7	677	259		190	0	81		2	0	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	542	3		7	677	259		190	0	81		2	0	17	
Added Vol:	15	450	93		87	391	39		37	3	15		54	3	50	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	992	96		94	1068	298		227	3	96		56	3	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	95	1034	100		98	1114	311		237	3	100		58	3	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	1034	100		98	1114	311		237	3	100		58	3	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	95	1034	100		98	1114	311		237	3	100		58	3	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.90	0.90		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.82	0.18		1.00	1.56	0.44		2.00	0.03	0.97		1.00	0.04	0.96	
Final Sat.:	1769	3184	308		1769	2675	746		3432	48	1544		1769	68	1526	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.32		0.06	0.42	0.42		0.07	0.06	0.06		0.03	0.05	0.05	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.08	0.60	0.60		0.10	0.63	0.63		0.10	0.11	0.11		0.06	0.07	0.07	
Volume/Cap:	0.66	0.54	0.54		0.54	0.66	0.66		0.66	0.57	0.57		0.57	0.66	0.66	
Delay/Veh:	55.9	11.9	11.9		45.8	12.7	12.7		47.8	46.1	46.1		53.0	59.8	59.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.9	11.9	11.9		45.8	12.7	12.7		47.8	46.1	46.1		53.0	59.8	59.8	
LOS by Move:	E	B	B		D	B	B		D	D	D		D	E	E	
HCM2kAvgQ:	4	11	11		4	15	15		5	4	4		3	3	3	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	10	482	105		88	581	91		67	2	9		77	6	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	482	105		88	581	91		67	2	9		77	6	72	
Added Vol:	0	467	106		88	341	21		29	9	0		64	7	54	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	10	949	211		176	922	112		96	11	9		141	13	126	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	998	222		185	970	118		101	12	9		148	14	132	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	998	222		185	970	118		101	12	9		148	14	132	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	998	222		185	970	118		101	12	9		148	14	132	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.64	0.36		1.00	1.78	0.22		0.83	0.09	0.08		0.92	0.08	1.00	
Final Sat.:	1769	2816	626		1769	3104	377		1463	168	137		1630	150	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.35		0.10	0.31	0.31		0.07	0.07	0.07		0.09	0.09	0.08	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.02	0.48	0.48		0.14	0.61	0.61		0.14	0.14	0.14		0.15	0.15	0.15	
Volume/Cap:	0.30	0.74	0.74		0.75	0.51	0.51		0.49	0.49	0.49		0.61	0.61	0.56	
Delay/Veh:	53.0	22.7	22.7		53.1	11.3	11.3		41.3	41.3	41.3		43.7	43.7	42.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.0	22.7	22.7		53.1	11.3	11.3		41.3	41.3	41.3		43.7	43.7	42.4	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	1	17	17		7	10	10		4	4	4		6	6	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 21.7 Worst Case Level Of Service: F[325.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	62	520	0	0	570	97	77	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	520	0	0	570	97	77	0	62	0	0	0
Added Vol:	15	569	0	0	396	9	4	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1089	0	0	966	106	81	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	1137	0	0	1008	111	85	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	1137	0	0	1008	111	85	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	1793	2361	559	xxxx	xxxx	xxxxx
Potent Cap.:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	35	472	xxxx	xxxx	xxxxx
Move Cap.:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	30	472	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	1.31	0.00	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	111	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	325	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			325.1			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	25	536	130	63	533	36	13	2	12	84	4	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	536	130	63	533	36	13	2	12	84	4	33
Added Vol:	0	572	24	13	396	0	0	0	0	23	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1108	154	76	929	36	13	2	12	107	4	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	26	1152	160	79	966	37	14	2	12	111	4	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1152	160	79	966	37	14	2	12	111	4	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1152	160	79	966	37	14	2	12	111	4	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.93	0.93	0.81	0.81	0.81	0.69	0.69	0.83
Lanes:	1.00	1.76	0.24	1.00	1.93	0.07	0.49	0.07	0.44	0.96	0.04	1.00
Final Sat.:	1769	3050	424	1769	3385	131	742	114	685	1265	47	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.04	0.29	0.29	0.02	0.02	0.02	0.09	0.09	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.58	0.58	0.12	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.24	0.65	0.65	0.37	0.44	0.44	0.09	0.09	0.09	0.44	0.44	0.15
Delay/Veh:	46.0	14.9	14.9	41.6	8.7	8.7	32.7	32.7	32.7	36.3	36.3	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	14.9	14.9	41.6	8.7	8.7	32.7	32.7	32.7	36.3	36.3	33.2
LOS by Move:	D	B	B	D	A	A	C	C	C	D	D	C
HCM2kAvgQ:	1	15	15	3	8	8	1	1	1	4	4	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	33	665	68		44	571	14		9	6	12		31	4	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	665	68		44	571	14		9	6	12		31	4	17	
Added Vol:	1	584	0		0	429	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	1249	68		44	1000	14		9	6	13		31	4	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	37	1343	73		47	1075	15		10	6	14		33	4	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	1343	73		47	1075	15		10	6	14		33	4	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	1343	73		47	1075	15		10	6	14		33	4	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.24	0.93	0.83		0.17	0.93	0.83		0.85	0.85	0.85		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.64	0.43	0.93		0.89	0.11	1.00	
Final Sat.:	454	3538	1583		328	3538	1583		1041	694	1503		1580	204	1583	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.38	0.05		0.14	0.30	0.01		0.01	0.01	0.01		0.02	0.02	0.01	
Crit Moves:		****								****			****			
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.04	0.04	0.04		0.08	0.08	0.08	
Volume/Cap:	0.10	0.48	0.06		0.18	0.38	0.01		0.23	0.23	0.23		0.26	0.26	0.14	
Delay/Veh:	2.5	3.7	2.3		2.9	3.3	2.2		47.4	47.4	47.4		44.2	44.2	43.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.5	3.7	2.3		2.9	3.3	2.2		47.4	47.4	47.4		44.2	44.2	43.3	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	8	1		1	5	0		1	1	1		1	1	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	766	0		0	614	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	766	0		0	614	0		0	0	0		0	0	0	
Added Vol:	0	585	0		0	430	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1351	0		0	1044	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1351	0		0	1044	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1351	0		0	1044	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1351	0		0	1044	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	1.00		1.00	0.93	0.95		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1900	3538	0		0	3538	0		1900	0	1900		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.00		0.00	0.30	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****														
Green/Cycle:	0.00	0.94	0.00		0.00	0.41	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.41	0.00		0.00	0.72	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.4	0.0		0.0	26.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.4	0.0		0.0	26.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	C	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	3	0		0	15	0		0	0	0		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 0	0 0	1	1 0	0 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	766	0	0	614	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	0	0	614	0	0	0	0	0	0	0
Added Vol:	0	585	0	0	430	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1351	0	0	1044	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1351	0	0	1044	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1351	0	0	1044	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	522	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	499	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	499	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 62.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	42	64	7	144	84	386	493	515	92	2	346	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	64	7	144	84	386	493	515	92	2	346	209
Added Vol:	18	1	0	59	4	366	510	16	21	0	21	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	65	7	203	88	752	1003	531	113	2	367	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	62	67	7	210	91	778	1038	550	117	2	380	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	67	7	210	91	778	1038	550	117	2	380	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	67	7	210	91	778	1038	550	117	2	380	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.98	0.83	0.70	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1296	1862	1583	1329	1862	1583	3432	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.16	0.05	0.49	0.30	0.16	0.07	0.00	0.11	0.18
Crit Moves:						****	****					****
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.28	0.45	0.45	0.00	0.17	0.17
Volume/Cap:	0.10	0.08	0.01	0.35	0.11	1.08	1.08	0.35	0.16	0.35	0.63	1.08
Delay/Veh:	15.5	15.3	14.8	17.8	15.5	82.8	87.5	18.1	16.5	81.3	40.5	117.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.3	14.8	17.8	15.5	82.8	87.5	18.1	16.5	81.3	40.5	117.6
LOS by Move:	B	B	B	B	B	F	F	B	B	F	D	F
HCM2kAvgQ:	1	1	0	4	2	35	26	6	2	0	7	16

Note: Queue reported is the number of cars per lane.

NEAR-TERM + PROJECT TRAFFIC CONDITIONS (TRAFFIX)

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Scenario Report

Scenario:	NT+Project AM
Command:	NT+Project AM
Volume:	Existing AM
Geometry:	Existing AM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	App+Proj AM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	NT+Project AM

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	82.1	1.116	F	213.4	1.565	+131.335 D/V
# 2 Sunset Avenue & Pintail Drive	C	23.3	0.320	C	27.1	0.442	+ 3.800 D/V
# 3 Sunset Avenue & Rio Vista Road	C	24.1	0.684	E	58.4	1.060	+34.305 D/V
# 4 Emperor Drive & Pintail Drive	A	9.0	0.295	B	12.1	0.579	+ 0.283 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.3	0.580	D	35.8	0.964	+17.447 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.2	0.238	A	9.6	0.410	+ 0.171 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	14.7	0.000	D	26.3	0.000	+11.609 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.4	0.110	A	8.1	0.217	+ 0.108 V/C
# 9 Fulmar Drive/Driveway & Peters	A	7.0	0.046	A	7.4	0.116	+ 0.070 V/C
# 10 Walters Road & Air Base Parkwa	C	33.2	0.757	F	142.3	1.377	+109.031 D/V
# 11 Walters Road & East Tabor Aven	B	17.8	0.312	C	23.7	0.571	+ 5.929 D/V
# 12 Walters Road & Bella Vista Dri	C	21.2	0.328	C	25.5	0.572	+ 4.288 D/V
# 13 Walters Road & Pintail Drive	C	15.8	0.000	F	193.2	0.000	+177.413 D/V
# 14 Walters Road & Montebello Driv	B	18.2	0.284	C	21.7	0.505	+ 3.494 D/V
# 15 Walters Road & Petersen Road	A	6.6	0.220	A	6.9	0.443	+ 0.314 D/V
# 16 Walters Road & Main Driveway	A	0.2	0.186	B	11.2	0.547	+10.930 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	14.2	0.000	+14.163 D/V
# 18 Walters Road & Rio Vista Road	C	23.7	0.521	E	55.3	1.011	+31.593 D/V

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.565
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 213.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	44	42	18	7	29	625	132	674	5	26	1587	30				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	44	42	18	7	29	625	132	674	5	26	1587	30				
Added Vol:	26	29	101	36	55	141	76	373	18	166	718	36				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	70	71	119	43	84	766	208	1047	23	192	2305	66				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	76	77	129	47	91	830	225	1134	25	208	2497	72				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	76	77	129	47	91	830	225	1134	25	208	2497	72				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	76	77	129	47	91	830	225	1134	25	208	2497	72				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1769	1862	1583	1769	1862	1583	3432	3538	1583	1769	3538	1583				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.08	0.03	0.05	0.52	0.07	0.32	0.02	0.12	0.71	0.05				
Crit Moves:			****			****	****				****					
Green/Cycle:	0.05	0.05	0.05	0.34	0.34	0.34	0.04	0.36	0.36	0.13	0.45	0.45				
Volume/Cap:	0.82	0.79	1.57	0.08	0.15	1.57	1.57	0.89	0.04	0.89	1.57	0.10				
Delay/Veh:	89.6	81.7	352.2	22.8	23.4	296.7	333.1	38.1	20.8	73.9	285	15.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	89.6	81.7	352.2	22.8	23.4	296.7	333.1	38.1	20.8	73.9	285	15.8				
LOS by Move:	F	F	F	C	C	F	F	D	C	E	F	B				
HCM2kAvgQ:	4	4	11	1	2	63	10	21	0	9	98	1				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	13	237	33	113	239	17	20	22	10	86	73	150				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	13	237	33	113	239	17	20	22	10	86	73	150				
Added Vol:	34	84	6	46	221	73	18	5	47	18	3	83				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	47	321	39	159	460	90	38	27	57	104	76	233				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	50	340	41	168	487	95	40	29	60	110	80	247				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	340	41	168	487	95	40	29	60	110	80	247				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	50	340	41	168	487	95	40	29	60	110	80	247				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.92	0.92	0.93	0.91	0.91	0.45	0.88	0.88	0.68	0.87	0.87				
Lanes:	1.00	1.78	0.22	1.00	1.67	0.33	1.00	0.32	0.68	1.00	0.25	0.75				
Final Sat.:	1769	3104	377	1769	2885	564	855	537	1135	1300	406	1245				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.11	0.10	0.17	0.17	0.05	0.05	0.05	0.08	0.20	0.20				
Crit Moves:		****		****							****					
Green/Cycle:	0.11	0.20	0.20	0.23	0.32	0.32	0.48	0.48	0.48	0.48	0.48	0.48				
Volume/Cap:	0.26	0.55	0.55	0.41	0.53	0.53	0.10	0.11	0.11	0.18	0.41	0.41				
Delay/Veh:	41.4	36.9	36.9	33.4	28.3	28.3	14.3	14.3	14.3	14.9	17.2	17.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.4	36.9	36.9	33.4	28.3	28.3	14.3	14.3	14.3	14.9	17.2	17.2				
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B				
HCM2kAvgQ:	2	6	6	5	8	8	1	1	1	2	7	7				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		1 1	0 0	2		2 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	72	25	7		65	33	320		207	449	35		19	1238	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	25	7		65	33	320		207	449	35		19	1238	72	
Added Vol:	13	11	8		47	24	247		114	383	17		11	642	67	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	36	15		112	57	567		321	832	52		30	1880	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	90	38	16		119	61	603		341	885	55		32	2000	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	38	16		119	61	603		341	885	55		32	2000	148	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	38	16		119	61	603		341	885	55		32	2000	148	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.95	0.95	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.33	0.67	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2389	1216	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.01		0.05	0.05	0.22		0.10	0.25	0.03		0.02	0.57	0.09	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.05	0.05	0.05		0.20	0.20	0.20		0.09	0.59	0.59		0.04	0.53	0.53	
Volume/Cap:	1.06	0.43	0.21		0.24	0.24	1.06		1.06	0.43	0.06		0.43	1.06	0.18	
Delay/Veh:	162.2	49.5	47.1		33.5	33.5	94.3		112.1	11.6	8.9		50.6	61.9	12.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	162.2	49.5	47.1		33.5	33.5	94.3		112.1	11.6	8.9		50.6	61.9	12.1	
LOS by Move:	F	D	D		C	C	F		F	B	A		D	E	B	
HCM2kAvgQ:	6	2	1		2	2	17		10	8	1		2	45	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	44	17	31		4	49	46		24	79	36		50	132	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	17	31		4	49	46		24	79	36		50	132	4	
Added Vol:	1	0	54		1	1	0		0	64	3		58	93	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	17	85		5	50	46		24	143	39		108	225	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	53	20	100		6	59	54		28	167	46		126	263	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	20	100		6	59	54		28	167	46		126	263	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	20	100		6	59	54		28	167	46		126	263	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.31	0.11	0.58		0.05	0.49	0.46		0.12	0.69	0.19		0.32	0.67	0.01	
Final Sat.:	185	70	349		29	287	264		77	458	125		218	455	10	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.28		0.20	0.20	0.20		0.37	0.37	0.37		0.58	0.58	0.58	
Crit Moves:		****				****				****					****	
Delay/Veh:	10.3	10.3	10.3		9.7	9.7	9.7		10.9	10.9	10.9		14.4	14.4	14.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.3	10.3	10.3		9.7	9.7	9.7		10.9	10.9	10.9		14.4	14.4	14.4	
LOS by Move:	B	B	B		A	A	A		B	B	B		B	B	B	
ApproachDel:		10.3				9.7				10.9				14.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.3				9.7				10.9				14.4		
LOS by Appr:		B				A				B				B		
AllWayAvgQ:	0.3	0.3	0.3		0.2	0.2	0.2		0.5	0.5	0.5		1.2	1.2	1.2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		1 0	0 1	0		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	147	13	13		15	14	198		55	441	39		14	1069	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	13	13		15	14	198		55	441	39		14	1069	7	
Added Vol:	87	0	13		2	1	59		54	322	62		12	574	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	234	13	26		17	15	257		109	763	101		26	1643	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	247	14	27		18	16	271		115	805	107		27	1733	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	247	14	27		18	16	271		115	805	107		27	1733	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	247	14	27		18	16	271		115	805	107		27	1733	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.40	0.98	0.83		0.74	0.84	0.84		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.06	0.94		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	765	1862	1583		1410	88	1509		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.01	0.02		0.01	0.18	0.18		0.07	0.23	0.07		0.02	0.49	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.07	0.54	0.54		0.04	0.51	0.51	
Volume/Cap:	0.96	0.02	0.05		0.04	0.54	0.54		0.96	0.42	0.12		0.42	0.96	0.01	
Delay/Veh:	78.9	22.3	22.6		22.5	28.1	28.1		117.4	13.9	11.5		51.5	37.4	12.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	78.9	22.3	22.6		22.5	28.1	28.1		117.4	13.9	11.5		51.5	37.4	12.2	
LOS by Move:	E	C	C		C	C	C		F	B	B		D	D	B	
HCM2kAvgQ:	12	0	1		0	8	8		7	8	2		1	33	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1! 0	0		0 0	0 0	0		0 0	0 1	0		0 1	0 0	0	
Volume Module:																
Base Vol:	17	0	13		0	0	0		0	92	15		52	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	0	13		0	0	0		0	92	15		52	120	0	
Added Vol:	0	0	0		0	0	0		0	94	6		12	104	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	0	13		0	0	0		0	186	21		64	224	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	20	0	15		0	0	0		0	219	25		75	264	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	0	15		0	0	0		0	219	25		75	264	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	0	15		0	0	0		0	219	25		75	264	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.57	0.00	0.43		0.00	0.00	0.00		0.00	0.90	0.10		0.22	0.78	0.00	
Final Sat.:	375	0	287		0	0	0		0	743	84		184	644	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	xxxx	0.05		xxxx	xxxx	xxxx		xxxx	0.30	0.30		0.41	0.41	xxxx	
Crit Moves:			****							****				****		
Delay/Veh:	8.2	0.0	8.2		0.0	0.0	0.0		0.0	9.0	9.0		10.2	10.2	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.2	0.0	8.2		0.0	0.0	0.0		0.0	9.0	9.0		10.2	10.2	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		B	B	*	
ApproachDel:	8.2				xxxxxx					9.0				10.2		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.2				xxxxxx					9.0				10.2		
LOS by Appr:	A				*					A				B		
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.4	0.4	0.4		0.7	0.7	0.7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[26.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	1
Volume Module:																			
Base Vol:	0	0	0	0	0	127	0	469	0	0	963	1							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	0	0	0	0	0	127	0	469	0	0	963	1							
Added Vol:	0	0	0	0	0	18	0	336	0	0	569	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	0	0	0	0	0	145	0	805	0	0	1532	1							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94							
PHF Volume:	0	0	0	0	0	154	0	857	0	0	1632	1							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
FinalVolume:	0	0	0	0	0	154	0	857	0	0	1632	1							
Critical Gap Module:																			
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Capacity Module:																			
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	816	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	320	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	320	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	26.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	D	*	*	*	*	*	*							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*							
ApproachDel:	xxxxxx			26.3			xxxxxx			xxxxxx									
ApproachLOS:	*			D			*			*									

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																			
Base Vol:	10	0	13	0	0	0	0	76	7	2	58	0							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	10	0	13	0	0	0	0	76	7	2	58	0							
Added Vol:	50	0	0	0	0	0	0	29	49	0	32	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	60	0	13	0	0	0	0	105	56	2	90	0							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85							
PHF Volume:	71	0	15	0	0	0	0	124	66	2	106	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	71	0	15	0	0	0	0	124	66	2	106	0							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	71	0	15	0	0	0	0	124	66	2	106	0							
Saturation Flow Module:																			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Lanes:	0.82	0.00	0.18	0.00	0.00	0.00	0.00	0.65	0.35	0.02	0.98	0.00							
Final Sat.:	612	0	133	0	0	0	0	570	304	18	796	0							
Capacity Analysis Module:																			
Vol/Sat:	0.12	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.22	0.22	0.13	0.13	xxxx							
Crit Moves:			****					****			****								
Delay/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	8.1	8.1	8.0	8.0	0.0							
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
AdjDel/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	8.1	8.1	8.0	8.0	0.0							
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*							
ApproachDel:	8.2			xxxxxx				8.1			8.0								
Delay Adj:	1.00			xxxxx				1.00			1.00								
ApprAdjDel:	8.2			xxxxxx				8.1			8.0								
LOS by Appr:	A			*				A			A								
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.1	0.1	0.1							

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.116
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0		33	0	0		0	0	0		0	0	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		33	0	0		0	0	0		0	0	21	
Added Vol:	0	45	23		3	48	0		0	0	0		8	0	3	
PasserByVol:	0	1	0		-1	1	0		0	0	0		0	0	-1	
Initial Fut:	0	46	23		35	49	0		0	0	0		8	0	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	54	27		41	58	0		0	0	0		9	0	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	54	27		41	58	0		0	0	0		9	0	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	54	27		41	58	0		0	0	0		9	0	27	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.67	0.33		0.42	0.58	0.00		0.00	0.00	0.00		0.26	0.00	0.74	
Final Sat.:	0	608	304		357	499	0		0	0	0		229	0	658	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.09	0.09		0.12	0.12	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	0.04	
Crit Moves:			****		****								****			
Delay/Veh:	0.0	7.3	7.3		7.7	7.7	0.0		0.0	0.0	0.0		7.1	0.0	7.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.3	7.3		7.7	7.7	0.0		0.0	0.0	0.0		7.1	0.0	7.1	
LOS by Move:	*	A	A		A	A	*		*	*	*		A	*	A	
ApproachDel:	7.3				7.7				xxxxxx				7.1			
Delay Adj:	1.00				1.00				xxxxx				1.00			
ApprAdjDel:	7.3				7.7				xxxxxx				7.1			
LOS by Appr:	A				A				*				A			
AllWayAvgQ:	0.1	0.1	0.1		0.1	0.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.377
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 142.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road						Air Base Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0 0	0		0 0	0		0 0	0		0 0	0	
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	195	101	475	5	100	124	137	828	169	177	314	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	101	475	5	100	124	137	828	169	177	314	12
Added Vol:	114	0	365	0	0	0	0	453	60	425	735	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	101	840	5	100	124	137	1281	229	602	1049	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	350	114	950	6	113	140	155	1449	259	681	1187	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	114	950	6	113	140	155	1449	259	681	1187	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	114	950	6	113	140	155	1449	259	681	1187	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	762	945	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.20	0.06	0.60	0.00	0.15	0.15	0.09	0.41	0.16	0.20	0.34	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.25	0.44	0.44	0.00	0.19	0.19	0.09	0.30	0.30	0.14	0.35	0.35
Volume/Cap:	0.79	0.14	1.38	1.38	0.79	0.79	0.96	1.38	0.55	1.38	0.96	0.02
Delay/Veh:	44.2	17.0	206.8	662.6	51.1	51.1	103.3	211	30.9	224.8	48.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	17.0	206.8	662.6	51.1	51.1	103.3	211	30.9	224.8	48.3	21.3
LOS by Move:	D	B	F	F	D	D	F	F	C	F	D	C
HCM2kAvgQ:	12	2	62	1	10	10	8	51	7	25	24	0

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	59	584	1		30	318	98		183	5	74		1	2	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	584	1		30	318	98		183	5	74		1	2	4	
Added Vol:	42	367	35		25	444	38		49	1	38		88	2	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	951	36		55	762	136		232	6	112		89	4	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	116	1091	41		63	874	156		266	7	128		102	5	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	1091	41		63	874	156		266	7	128		102	5	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	1091	41		63	874	156		266	7	128		102	5	94	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.91	0.91		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.93	0.07		1.00	1.70	0.30		2.00	0.05	0.95		1.00	0.05	0.95	
Final Sat.:	1769	3392	128		1769	2933	523		3432	81	1516		1769	74	1522	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.32		0.04	0.30	0.30		0.08	0.08	0.08		0.06	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.55	0.55		0.07	0.51	0.51		0.14	0.15	0.15		0.11	0.12	0.12	
Volume/Cap:	0.60	0.58	0.58		0.51	0.58	0.58		0.55	0.56	0.56		0.52	0.52	0.52	
Delay/Veh:	47.3	15.4	15.4		48.3	17.6	17.6		41.5	42.6	42.6		44.6	43.7	43.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.3	15.4	15.4		48.3	17.6	17.6		41.5	42.6	42.6		44.6	43.7	43.7	
LOS by Move:	D	B	B		D	B	B		D	D	D		D	D	D	
HCM2kAvgQ:	4	12	12		3	12	12		5	5	5		4	4	4	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	455	20		24	344	25		98	4	9		77	1	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	455	20		24	344	25		98	4	9		77	1	91	
Added Vol:	4	326	45		31	495	28		16	11	4		114	14	82	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	781	65		55	839	53		114	15	13		191	15	173	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	4	867	72		61	931	59		127	17	14		212	17	192	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	867	72		61	931	59		127	17	14		212	17	192	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	867	72		61	931	59		127	17	14		212	17	192	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.85	0.15		1.00	1.88	0.12		0.80	0.11	0.09		0.93	0.07	1.00	
Final Sat.:	1769	3227	269		1769	3298	208		1419	187	162		1650	130	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.03	0.28	0.28		0.09	0.09	0.09		0.13	0.13	0.12	
Crit Moves:		****			****						****			****		
Green/Cycle:	0.00	0.44	0.44		0.05	0.49	0.49		0.23	0.23	0.23		0.20	0.20	0.20	
Volume/Cap:	xxxx	0.61	0.61		0.69	0.58	0.58		0.39	0.39	0.39		0.64	0.64	0.61	
Delay/Veh:	0.0	22.2	22.2		67.4	18.6	18.6		33.2	33.2	33.2		40.7	40.7	39.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	22.2	22.2		67.4	18.6	18.6		33.2	33.2	33.2		40.7	40.7	39.8	
LOS by Move:	A	C	C		E	B	B		C	C	C		D	D	D	
HCM2kAvgQ:	1	12	12		3	12	12		4	4	4		7	7	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 14.6 Worst Case Level Of Service: F[193.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	12	399	0	0	388	42	76	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	399	0	0	388	42	76	0	43	0	0	0
Added Vol:	23	364	0	0	604	9	11	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	763	0	0	992	51	87	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	38	831	0	0	1081	56	95	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	831	0	0	1081	56	95	0	66	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	1600	2016	568	xxxx	xxxx	xxxxx
Potent Cap.:	611	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	58	466	xxxx	xxxx	xxxxx
Move Cap.:	611	xxxx	xxxxx	xxxx	xxxx	xxxxx	92	54	466	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	1.03	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	138	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	193	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			193.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	4	356	34	26	397	8	24	0	24	138	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	356	34	26	397	8	24	0	24	138	0	31
Added Vol:	0	365	22	17	606	0	0	0	0	27	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	721	56	43	1003	8	24	0	24	165	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	792	62	47	1102	9	26	0	26	181	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	792	62	47	1102	9	26	0	26	181	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	792	62	47	1102	9	26	0	26	181	0	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.78	1.00	0.78	0.67	1.00	0.83
Lanes:	1.00	1.86	0.14	1.00	1.98	0.02	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1769	3247	252	1769	3506	28	740	0	740	1268	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.31	0.31	0.04	0.00	0.04	0.14	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.01	0.41	0.41	0.08	0.49	0.49	0.42	0.00	0.42	0.42	0.00	0.42
Volume/Cap:	0.25	0.60	0.60	0.33	0.64	0.64	0.08	0.00	0.08	0.34	0.00	0.09
Delay/Veh:	56.4	23.7	23.7	44.9	19.8	19.8	17.5	0.0	17.5	20.0	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	23.7	23.7	44.9	19.8	19.8	17.5	0.0	17.5	20.0	0.0	17.5
LOS by Move:	E	C	C	D	B	B	B	A	B	C	A	B
HCM2kAvgQ:	0	11	11	2	14	14	1	0	1	4	0	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	0	1
Volume Module:																		
Base Vol:	6	383	29		23	523	13		4	7	22		32	2	7			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	6	383	29		23	523	13		4	7	22		32	2	7			
Added Vol:	3	358	2		0	630	7		23	0	3		2	1	0			
PasserByVol:	-1	0	0		0	0	0		0	0	-1		0	0	0			
Initial Fut:	8	741	31		23	1153	20		27	7	24		34	3	7			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91			
PHF Volume:	9	819	34		25	1274	22		30	8	27		38	3	8			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	9	819	34		25	1274	22		30	8	27		38	3	8			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	9	819	34		25	1274	22		30	8	27		38	3	8			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900			
Adjustment:	0.18	0.93	0.83		0.31	0.93	0.83		0.85	0.85	0.85		0.94	0.94	0.83			
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.93	0.24	0.83		0.92	0.08	1.00			
Final Sat.:	337	3538	1583		587	3538	1583		1509	391	1342		1636	144	1583			
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.23	0.02		0.04	0.36	0.01		0.02	0.02	0.02		0.02	0.02	0.00			
Crit Moves:						****			****					****				
Green/Cycle:	0.74	0.74	0.74		0.74	0.74	0.74		0.05	0.08	0.08		0.09	0.12	0.12			
Volume/Cap:	0.04	0.31	0.03		0.06	0.49	0.02		0.40	0.25	0.25		0.26	0.19	0.04			
Delay/Veh:	3.5	4.5	3.5		3.6	5.4	3.4		47.6	43.7	43.7		43.2	40.1	39.0			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	3.5	4.5	3.5		3.6	5.4	3.4		47.6	43.7	43.7		43.2	40.1	39.0			
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D			
HCM2kAvgQ:	0	5	0		0	9	0		2	1	1		1	1	0			

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0
Volume Module:																		
Base Vol:	0	418	0		0	569	0		0	0	0		0	0	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	418	0		0	569	0		0	0	0		0	0	0			
Added Vol:	85	266	0		0	517	118		97	0	51		0	0	0			
PasserByVol:	30	-15	0		0	-10	9		14	0	23		0	0	0			
Initial Fut:	115	669	0		0	1076	127		111	0	74		0	0	0			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92			
PHF Volume:	125	727	0		0	1170	138		121	0	80		0	0	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	125	727	0		0	1170	138		121	0	80		0	0	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	125	727	0		0	1170	138		121	0	80		0	0	0			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900			
Adjustment:	0.93	0.93	1.00		1.00	0.92	0.92		0.93	1.00	0.83		1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00		0.00	1.79	0.21		1.00	0.00	1.00		0.00	0.00	0.00			
Final Sat.:	1769	3538	0		0	3114	368		1769	0	1583		0	0	0			
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.21	0.00		0.00	0.38	0.38		0.07	0.00	0.05		0.00	0.00	0.00			
Crit Moves:	****					****			****									
Green/Cycle:	0.13	0.82	0.00		0.00	0.69	0.69		0.12	0.00	0.12		0.00	0.00	0.00			
Volume/Cap:	0.55	0.25	0.00		0.00	0.55	0.55		0.55	0.00	0.41		0.00	0.00	0.00			
Delay/Veh:	43.6	2.2	0.0		0.0	8.1	8.1		44.0	0.0	41.7		0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	43.6	2.2	0.0		0.0	8.1	8.1		44.0	0.0	41.7		0.0	0.0	0.0			
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A			
HCM2kAvgQ:	4	3	0		0	11	11		4	0	3		0	0	0			

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 0	0 0	1	1 0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	418	0	0	569	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	0	0	569	0	0	0	0	0	0	0
Added Vol:	0	352	0	0	568	0	0	0	31	0	0	0
PasserByVol:	0	15	0	0	13	0	0	0	1	0	0	0
Initial Fut:	0	785	0	0	1150	0	0	0	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	853	0	0	1250	0	0	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	853	0	0	1250	0	0	0	35	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	625	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 55.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	94	4	130	25	414	176	273	20	0	452	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	94	4	130	25	414	176	273	20	0	452	148
Added Vol:	49	17	0	73	13	512	287	16	33	0	8	47
PasserByVol:	0	0	0	9	0	5	10	-10	0	0	-5	5
Initial Fut:	147	111	4	212	38	931	473	279	53	0	455	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	119	4	228	41	1002	509	300	57	0	490	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	119	4	228	41	1002	509	300	57	0	490	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	119	4	228	41	1002	509	300	57	0	490	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.98	0.83	0.66	0.98	0.83	0.90	0.93	0.83	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1367	1862	1583	1259	1862	1583	3432	3538	1583	1900	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.00	0.18	0.02	0.63	0.15	0.08	0.04	0.00	0.14	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.15	0.28	0.28	0.00	0.14	0.14
Volume/Cap:	0.18	0.10	0.00	0.29	0.04	1.01	1.01	0.30	0.13	0.00	1.01	0.99
Delay/Veh:	8.0	7.5	7.0	8.7	7.2	50.0	85.5	28.2	26.7	0.0	86.8	102.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	7.5	7.0	8.7	7.2	50.0	85.5	28.2	26.7	0.0	86.8	102.2
LOS by Move:	A	A	A	A	A	D	F	C	C	A	F	F
HCM2kAvgQ:	2	1	0	3	0	40	13	4	1	0	13	11

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Scenario Report

Scenario:	NT+Project PM
Command:	NT+Project PM
Volume:	NT + Project PM
Geometry:	Existing PM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	App+Proj PM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	NT+Project PM

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	C	32.0	0.895	F	150.9	1.393	+118.899 D/V
# 2 Sunset Avenue & Pintail Drive	B	18.1	0.408	C	21.3	0.540	+ 3.110 D/V
# 3 Sunset Avenue & Rio Vista Road	C	26.3	0.621	D	39.6	0.917	+13.231 D/V
# 4 Emperor Drive & Pintail Drive	B	12.2	0.544	C	17.7	0.722	+ 0.177 V/C
# 5 Emperor Drive & Rio Vista Road	B	18.5	0.572	C	26.6	0.861	+ 8.072 D/V
# 6 Woodlark Drive & Pintail Drive	A	8.9	0.351	B	10.4	0.482	+ 0.130 V/C
# 7 Woodlark Drive & Rio Vista Roa	B	11.7	0.000	C	16.0	0.000	+ 4.249 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.8	0.162	A	8.6	0.281	+ 0.119 V/C
# 9 Fulmar Drive/Driveway & Peters	A	6.9	0.060	A	7.9	0.184	+ 0.124 V/C
# 10 Walters Road & Air Base Parkwa	D	36.9	0.790	F	200.1	1.549	+163.176 D/V
# 11 Walters Road & East Tabor Aven	B	15.2	0.443	C	21.6	0.721	+ 6.400 D/V
# 12 Walters Road & Bella Vista Dri	B	16.7	0.334	C	24.5	0.717	+ 7.789 D/V
# 13 Walters Road & Pintail Drive	C	21.7	0.000	F	557.0	0.000	+535.257 D/V
# 14 Walters Road & Montebello Driv	B	13.0	0.315	B	16.1	0.624	+ 3.024 D/V
# 15 Walters Road & Petersen Road	A	4.8	0.233	A	5.7	0.512	+ 0.837 D/V
# 16 Walters Road & Main Driveway	A	9.2	0.210	B	17.3	0.649	+ 8.106 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	13.7	0.000	+13.698 D/V
# 18 Walters Road & Rio Vista Road	C	25.8	0.552	F	94.7	1.203	+68.919 D/V

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.393
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 150.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	76	92		31	37	243		489	1868	22		52	1019	28	
Added Vol:	36	54	167		58	37	116		147	639	36		123	512	51	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	130	259		89	74	359		636	2507	58		175	1531	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	63	133	265		91	76	367		651	2566	59		179	1567	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	133	265		91	76	367		651	2566	59		179	1567	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	133	265		91	76	367		651	2566	59		179	1567	81	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.17		0.05	0.04	0.23		0.19	0.73	0.04		0.10	0.44	0.05	
Crit Moves:			****				****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.17	0.17	0.17		0.18	0.52	0.52		0.07	0.42	0.42	
Volume/Cap:	0.30	0.59	1.39		0.31	0.24	1.39		1.07	1.39	0.07		1.39	1.07	0.12	
Delay/Veh:	40.9	46.0	249.9		37.2	36.6	240.3		96.6	204	12.0		263.8	72.7	18.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.9	46.0	249.9		37.2	36.6	240.3		96.6	204	12.0		263.8	72.7	18.1	
LOS by Move:	D	D	F		D	D	F		F	F	B		F	E	B	
HCM2k95thQ:	103	236	829		134	109	1070		746	3328	47		615	1451	78	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	21	545	110		23	393	44		43	54	23		89	59	163	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	545	110		23	393	44		43	54	23		89	59	163	
Added Vol:	23	263	12		23	176	50		57	6	22		14	7	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	808	122		46	569	94		100	60	45		103	66	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	48	890	134		51	627	104		110	66	50		113	73	205	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	890	134		51	627	104		110	66	50		113	73	205	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	890	134		51	627	104		110	66	50		113	73	205	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.91	0.91		0.44	0.92	0.92		0.64	0.87	0.87	
Lanes:	1.00	1.74	0.26		1.00	1.72	0.28		1.00	0.57	0.43		1.00	0.26	0.74	
Final Sat.:	1769	3012	455		1769	2972	491		834	996	747		1218	434	1222	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.30	0.30		0.03	0.21	0.21		0.13	0.07	0.07		0.09	0.17	0.17	
Crit Moves:		****			****									****		
Green/Cycle:	0.08	0.48	0.48		0.06	0.47	0.47		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.34	0.62	0.62		0.48	0.45	0.45		0.36	0.18	0.18		0.25	0.45	0.45	
Delay/Veh:	45.0	19.9	19.9		48.8	18.0	18.0		23.6	21.4	21.4		22.2	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.0	19.9	19.9		48.8	18.0	18.0		23.6	21.4	21.4		22.2	24.4	24.4	
LOS by Move:	D	B	B		D	B	B		C	C	C		C	C	C	
HCM2k95thQ:	91	566	566		111	376	376		139	121	121		128	318	318	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		1 1	0 0	2		2 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	67	68	19		237	55	290		615	1265	110		68	708	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	68	19		237	55	290		615	1265	110		68	708	181	
Added Vol:	24	28	17		87	21	147		203	644	25		15	509	74	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	96	36		324	76	437		818	1909	135		83	1217	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	92	97	37		329	77	444		830	1938	137		84	1236	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	97	37		329	77	444		830	1938	137		84	1236	259	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	97	37		329	77	444		830	1938	137		84	1236	259	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.94	0.94	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.62	0.38	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2899	680	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.02		0.11	0.11	0.16		0.24	0.55	0.09		0.05	0.35	0.16	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.06	0.06	0.06		0.17	0.17	0.17		0.27	0.60	0.60		0.05	0.38	0.38	
Volume/Cap:	0.92	0.92	0.40		0.65	0.65	0.92		0.91	0.92	0.14		0.92	0.91	0.43	
Delay/Veh:	109.7	108	48.5		41.0	41.0	62.9		48.6	24.8	8.9		114.3	38.6	23.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	109.7	108	48.5		41.0	41.0	62.9		48.6	24.8	8.9		114.3	38.6	23.2	
LOS by Move:	F	F	D		D	D	E		D	C	A		F	D	C	
HCM2k95thQ:	265	275	82		331	331	512		724	1286	94		250	958	291	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	76	72	137		5	34	33		58	215	74		38	139	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	72	137		5	34	33		58	215	74		38	139	4	
Added Vol:	3	1	57		2	1	0		0	65	2		51	67	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	73	194		7	35	33		58	280	76		89	206	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	84	77	205		7	37	35		61	296	80		94	218	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	77	205		7	37	35		61	296	80		94	218	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	84	77	205		7	37	35		61	296	80		94	218	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.23	0.21	0.56		0.09	0.47	0.44		0.14	0.68	0.18		0.30	0.68	0.02	
Final Sat.:	133	122	326		41	207	195		85	410	111		167	386	11	
Capacity Analysis Module:																
Vol/Sat:	0.63	0.63	0.63		0.18	0.18	0.18		0.72	0.72	0.72		0.56	0.56	0.56	
Crit Moves:	****				****				****					****		
Delay/Veh:	17.1	17.1	17.1		10.7	10.7	10.7		20.9	20.9	20.9		15.8	15.8	15.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.1	17.1	17.1		10.7	10.7	10.7		20.9	20.9	20.9		15.8	15.8	15.8	
LOS by Move:	C	C	C		B	B	B		C	C	C		C	C	C	
ApproachDel:	17.1				10.7				20.9				15.8			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	17.1				10.7				20.9				15.8			
LOS by Appr:	C				B				C				C			
AllWayAvgQ:	33.2	33.2	33.2		3.4	3.4	3.4		51.2	51.2	51.2		26.3	26.3	26.3	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		1 0	0 1	0		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	110	20	25		10	19	134		287	1064	172		15	795	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	20	25		10	19	134		287	1064	172		15	795	17	
Added Vol:	47	1	23		1	1	52		58	640	50		23	500	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	157	21	48		11	20	186		345	1704	222		38	1295	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	162	22	50		11	21	192		357	1762	230		39	1339	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	162	22	50		11	21	192		357	1762	230		39	1339	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	162	22	50		11	21	192		357	1762	230		39	1339	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.42	0.98	0.83		0.74	0.85	0.85		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.10	0.90		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	797	1862	1583		1397	156	1454		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.01	0.03		0.01	0.13	0.13		0.20	0.50	0.15		0.02	0.38	0.01	
Crit Moves:	****								****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.23	0.64	0.64		0.03	0.44	0.44	
Volume/Cap:	0.86	0.05	0.13		0.03	0.56	0.56		0.86	0.77	0.22		0.77	0.86	0.03	
Delay/Veh:	67.5	29.5	30.3		29.4	35.5	35.5		53.4	14.3	7.5		99.6	30.5	15.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	67.5	29.5	30.3		29.4	35.5	35.5		53.4	14.3	7.5		99.6	30.5	15.9	
LOS by Move:	E	C	C		C	D	D		D	B	A		F	C	B	
HCM2k95thQ:	355	27	64		15	308	308		602	898	148		67	842	17	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1! 0	0		0 0	0 0	0		0 0	0 1	0		0 1	0 0	0	
Volume Module:																
Base Vol:	14	0	6		0	0	0		0	230	73		40	133	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	0	6		0	0	0		0	230	73		40	133	0	
Added Vol:	0	0	0		0	0	0		0	96	2		3	98	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	0	6		0	0	0		0	326	75		43	231	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	14	0	6		0	0	0		0	336	77		44	238	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	6		0	0	0		0	336	77		44	238	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	0	6		0	0	0		0	336	77		44	238	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.70	0.00	0.30		0.00	0.00	0.00		0.00	0.81	0.19		0.16	0.84	0.00	
Final Sat.:	431	0	185		0	0	0		0	699	161		127	680	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	xxxx	0.03		xxxx	xxxx	xxxx		xxxx	0.48	0.48		0.35	0.35	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.4	0.0	8.4		0.0	0.0	0.0		0.0	10.9	10.9		9.7	9.7	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.4	0.0	8.4		0.0	0.0	0.0		0.0	10.9	10.9		9.7	9.7	0.0	
LOS by Move:	A	*	A		*	*	*		*	B	B		A	A	*	
ApproachDel:	8.4				xxxxxx				10.9				9.7			
Delay Adj:	1.00				xxxxx				1.00				1.00			
ApprAdjDel:	8.4				xxxxxx				10.9				9.7			
LOS by Appr:	A				*				B				A			
AllWayAvgQ:	0.7	0.7	0.7		0.0	0.0	0.0		22.3	22.3	22.3		12.9	12.9	12.9	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[16.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2
Volume Module:																
Base Vol:	0	0	0	0	0	96	0	1090	0	0	729	17				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	96	0	1090	0	0	729	17				
Added Vol:	0	0	0	0	0	4	0	664	0	0	520	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	0	100	0	1754	0	0	1249	17				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	100	0	1754	0	0	1249	17				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	0	0	100	0	1754	0	0	1249	17				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	428	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	22.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			16.0			xxxxxx			xxxxxx						
ApproachLOS:	*			C			*			*						

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	0	1
Volume Module:																
Base Vol:	12	0	12	0	0	0	0	117	22	21	106	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	12	0	12	0	0	0	0	117	22	21	106	0				
Added Vol:	73	0	0	0	0	0	0	18	77	0	24	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	85	0	12	0	0	0	0	135	99	21	130	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	88	0	12	0	0	0	0	140	102	22	134	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	88	0	12	0	0	0	0	140	102	22	134	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	88	0	12	0	0	0	0	140	102	22	134	0				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	0.58	0.42	0.14	0.86	0.00				
Final Sat.:	612	0	86	0	0	0	0	497	364	110	680	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.20	0.20	xxxx				
Crit Moves:			****					****			****					
Delay/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	8.6	8.6	8.5	8.5	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	8.6	8.6	8.5	8.5	0.0				
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*				
ApproachDel:	8.6			xxxxxx				8.6			8.5					
Delay Adj:	1.00			xxxxx				1.00			1.00					
ApprAdjDel:	8.6			xxxxxx				8.6			8.5					
LOS by Appr:	A			*				A			A					
AllWayAvgQ:	3.7	3.7	3.7	0.0	0.0	0.0	9.2	9.2	9.2	5.8	5.8	5.8				

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.184
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	0	1	0	0 1	0	0	0	0 0	0	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	0	0	0		27	0	0		0	0	0		0	0	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		27	0	0		0	0	0		0	0	51	
Added Vol:	0	84	43		1	86	0		0	0	0		14	0	1	
PasserByVol:	0	4	0		-3	3	0		0	0	0		0	0	-4	
Initial Fut:	0	88	43		25	89	0		0	0	0		14	0	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	0	108	53		31	109	0		0	0	0		17	0	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	108	53		31	109	0		0	0	0		17	0	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	108	53		31	109	0		0	0	0		17	0	59	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.67	0.33		0.22	0.78	0.00		0.00	0.00	0.00		0.23	0.00	0.77	
Final Sat.:	0	588	287		181	643	0		0	0	0		186	0	638	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.18	0.18		0.17	0.17	xxxx		xxxx	xxxx	xxxx		0.09	xxxx	0.09	
Crit Moves:		****			****								****			
Delay/Veh:	0.0	7.9	7.9		8.1	8.1	0.0		0.0	0.0	0.0		7.5	0.0	7.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.9	7.9		8.1	8.1	0.0		0.0	0.0	0.0		7.5	0.0	7.5	
LOS by Move:	*	A	A		A	A	*		*	*	*		A	*	A	
ApproachDel:		7.9			8.1				xxxxxx				7.5			
Delay Adj:		1.00			1.00				xxxxx				1.00			
ApprAdjDel:		7.9			8.1				xxxxxx				7.5			
LOS by Appr:		A			A				*				A			
AllWayAvgQ:	5.4	5.4	5.4		4.9	4.9	0.0		0.0	0.0	2.3		2.3	2.3		

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.549
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 200.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road						Air Base Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0 0	0		0 0	0		0 0	0		0 0	0	
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	205	154	390	5	177	199	110	510	219	547	961	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	154	390	5	177	199	110	510	219	547	961	17
Added Vol:	106	0	567	0	0	0	0	880	139	519	692	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	154	957	5	177	199	110	1390	358	1066	1653	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	323	160	995	5	184	207	114	1445	372	1108	1718	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	160	995	5	184	207	114	1445	372	1108	1718	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	160	995	5	184	207	114	1445	372	1108	1718	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.47	0.53	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	807	908	1769	3538	1583	3432	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.63	0.00	0.23	0.23	0.06	0.41	0.24	0.32	0.49	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.18	0.41	0.41	0.00	0.23	0.23	0.06	0.26	0.26	0.21	0.42	0.42
Volume/Cap:	1.01	0.21	1.55	1.55	1.01	1.01	1.17	1.55	0.89	1.55	1.17	0.03
Delay/Veh:	93.0	19.5	284.3	797.1	86.2	86.2	189.3	289	56.0	293.4	111	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	19.5	284.3	797.1	86.2	86.2	189.3	289	56.0	293.4	111	17.2
LOS by Move:	F	B	F	F	F	F	F	F	E	F	F	B
HCM2k95thQ:	679	158	2806	55	775	775	381	2189	641	1697	1795	17

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	76	502	3		7	643	259		190	3	81		2	1	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	502	3		7	643	259		190	3	81		2	1	13	
Added Vol:	33	597	106		87	541	39		37	3	34		68	3	50	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	109	1099	109		94	1184	298		227	6	115		70	4	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	114	1146	114		98	1235	311		237	6	120		73	4	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	1146	114		98	1235	311		237	6	120		73	4	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	114	1146	114		98	1235	311		237	6	120		73	4	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.90	0.90		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.82	0.18		1.00	1.60	0.40		2.00	0.05	0.95		1.00	0.06	0.94	
Final Sat.:	1769	3177	315		1769	2742	690		3432	79	1518		1769	95	1504	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.36	0.36		0.06	0.45	0.45		0.07	0.08	0.08		0.04	0.04	0.04	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.09	0.62	0.62		0.09	0.62	0.62		0.10	0.11	0.11		0.06	0.06	0.06	
Volume/Cap:	0.72	0.58	0.58		0.58	0.72	0.72		0.68	0.72	0.72		0.72	0.68	0.68	
Delay/Veh:	59.4	11.8	11.8		48.5	14.1	14.1		48.5	56.7	56.7		68.6	62.1	62.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.4	11.8	11.8		48.5	14.1	14.1		48.5	56.7	56.7		68.6	62.1	62.1	
LOS by Move:	E	B	B		D	B	B		D	E	E		E	E	E	
HCM2k95thQ:	244	557	557		190	770	770		243	260	260		185	171	171	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	10	446	105		87	519	91		59	2	7		31	6	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	446	105		87	519	91		59	2	7		31	6	64	
Added Vol:	8	645	122		88	524	21		29	9	8		80	7	54	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	1091	227		175	1043	112		88	11	15		111	13	118	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	19	1147	239		184	1097	118		93	12	16		117	14	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1147	239		184	1097	118		93	12	16		117	14	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	19	1147	239		184	1097	118		93	12	16		117	14	124	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.66	0.34		1.00	1.81	0.19		0.77	0.10	0.13		0.90	0.10	1.00	
Final Sat.:	1769	2852	593		1769	3147	338		1359	170	232		1595	187	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.40	0.40		0.10	0.35	0.35		0.07	0.07	0.07		0.07	0.07	0.08	
Crit Moves:		****			****						****				****	
Green/Cycle:	0.02	0.48	0.48		0.14	0.61	0.61		0.14	0.14	0.14		0.15	0.15	0.15	
Volume/Cap:	0.54	0.84	0.84		0.74	0.57	0.57		0.49	0.49	0.49		0.49	0.49	0.52	
Delay/Veh:	63.6	26.6	26.6		52.8	12.0	12.0		41.2	41.2	41.2		40.4	40.4	41.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.6	26.6	26.6		52.8	12.0	12.0		41.2	41.2	41.2		40.4	40.4	41.3	
LOS by Move:	E	C	C		D	B	B		D	D	D		D	D	D	
HCM2k95thQ:	30	829	829		341	540	540		197	197	197		209	209	207	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 33.2 Worst Case Level Of Service: F[557.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	62 482		0	0 466		97	77	0	62	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	62 482		0	0 466		97	77	0	62	0	0	0
Added Vol:	15 771		0	0 603		9	4	0	14	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	77 1253		0	0 1069		106	81	0	76	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.96 0.96		0.96	0.96 0.96		0.96	0.96 0.96		0.96	0.96 0.96		0.96
PHF Volume:	80 1308		0	0 1116		111	85	0	79	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
FinalVolume:	80 1308		0	0 1116		111	85	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1227 xxxx	xxxxx		xxxx	xxxx	xxxxx	1986	2640	613	xxxx	xxxx	xxxxx
Potent Cap.:	564 xxxx	xxxxx		xxxx	xxxx	xxxxx	53	23	435	xxxx	xxxx	xxxxx
Move Cap.:	564 xxxx	xxxxx		xxxx	xxxx	xxxxx	47	20	435	xxxx	xxxx	xxxxx
Volume/Cap:	0.14 xxxx	xxxx		xxxx	xxxx	xxxx	1.78	0.00	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	12.4 xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.4 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	83	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	557	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			557.0			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	25 510		130	41 461		21	9	2	12	84	4	25
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	25 510		130	41 461		21	9	2	12	84	4	25
Added Vol:	0 774		40	13 603		0	0	0	0	39	0	12
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	25 1284		170	54 1064		21	9	2	12	123	4	37
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.96 0.96		0.96	0.96 0.96		0.96	0.96 0.96		0.96	0.96 0.96		0.96
PHF Volume:	26 1335		177	56 1106		22	9	2	12	128	4	38
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	26 1335		177	56 1106		22	9	2	12	128	4	38
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	26 1335		177	56 1106		22	9	2	12	128	4	38
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.93 0.91		0.91	0.93 0.93		0.93	0.83 0.83		0.83	0.69 0.69		0.83
Lanes:	1.00 1.77		0.23	1.00 1.96		0.04	0.39 0.09		0.52	0.97 0.03		1.00
Final Sat.:	1769 3068		406	1769 3459		68	615 137		819	1268 41		1583
Capacity Analysis Module:												
Vol/Sat:	0.01 0.44		0.44	0.03 0.32		0.32	0.02 0.02		0.02	0.10 0.10		0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.06 0.58		0.58	0.12 0.65		0.65	0.20 0.20		0.20	0.20 0.20		0.20
Volume/Cap:	0.24 0.75		0.75	0.26 0.49		0.49	0.08 0.08		0.08	0.50 0.50		0.12
Delay/Veh:	46.0 17.2		17.2	40.7 9.2		9.2	32.6 32.6		32.6	37.2 37.2		33.0
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	46.0 17.2		17.2	40.7 9.2		9.2	32.6 32.6		32.6	37.2 37.2		33.0
LOS by Move:	D	B	B	D	A	A	C	C	C	D	D	C
HCM2k95thQ:	52 819		819	77 424		424	32	32	32	208 208		52

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	33	603	68		29	468	8		1	6	12		31	4	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	603	68		29	468	8		1	6	12		31	4	9	
Added Vol:	1	760	4		0	639	13		42	1	1		4	1	0	
PasserByVol:	-4	0	0		0	0	0		0	0	-3		0	0	0	
Initial Fut:	30	1363	72		29	1107	21		43	7	10		35	5	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	32	1466	77		31	1190	23		46	8	11		38	5	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	1466	77		31	1190	23		46	8	11		38	5	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	1466	77		31	1190	23		46	8	11		38	5	10	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.21	0.93	0.83		0.15	0.93	0.83		0.88	0.88	0.88		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.41	0.59		0.88	0.12	1.00	
Final Sat.:	395	3538	1583		281	3538	1583		1664	685	979		1561	223	1583	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.41	0.05		0.11	0.34	0.01		0.03	0.01	0.01		0.02	0.02	0.01	
Crit Moves:		****							****					****		
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.04	0.04	0.04		0.08	0.08	0.08	
Volume/Cap:	0.10	0.52	0.06		0.14	0.43	0.02		0.69	0.27	0.27		0.30	0.30	0.08	
Delay/Veh:	2.5	3.9	2.3		2.8	3.4	2.2		67.8	47.2	47.2		44.6	44.6	42.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.5	3.9	2.3		2.8	3.4	2.2		67.8	47.2	47.2		44.6	44.6	42.8	
LOS by Move:	A	A	A		A	A	A		E	D	D		D	D	D	
HCM2k95thQ:	13	401	27		19	300	8		141	45	45		79	79	17	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	700	0		0	532	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	700	0		0	532	0		0	0	0		0	0	0	
Added Vol:	155	585	0		0	430	214		180	0	94		0	0	0	
PasserByVol:	95	-48	0		0	-32	29		44	0	72		0	0	0	
Initial Fut:	250	1237	0		0	930	243		224	0	166		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	250	1237	0		0	930	243		224	0	166		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	1237	0		0	930	243		224	0	166		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	250	1237	0		0	930	243		224	0	166		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.90	0.90		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.59	0.41		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	2718	710		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35	0.00		0.00	0.34	0.34		0.13	0.00	0.10		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.22	0.74	0.00		0.00	0.53	0.53		0.20	0.00	0.20		0.00	0.00	0.00	
Volume/Cap:	0.65	0.47	0.00		0.00	0.65	0.65		0.65	0.00	0.54		0.00	0.00	0.00	
Delay/Veh:	39.5	5.1	0.0		0.0	17.8	17.8		41.4	0.0	38.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.5	5.1	0.0		0.0	17.8	17.8		41.4	0.0	38.1		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	D		A	A	A	
HCM2k95thQ:	336	372	0		0	601	601		351	0	255		0	0	0	

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	2	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	696	0	0	554	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	696	0	0	554	0	0	0	0	0	0	0
Added Vol:	0	739	0	0	523	0	0	0	57	0	0	0
PasserByVol:	0	47	0	0	40	0	0	0	2	0	0	0
Initial Fut:	0	1482	0	0	1117	0	0	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1482	0	0	1117	0	0	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1482	0	0	1117	0	0	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	559	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	473	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	10.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the distance per lane in feet.

Suisun City Wal-Mart Supercenter EIR
Near-Term + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.203
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 94.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	42	42	7		114	75	386		493	515	92		2	346	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	42	7		114	75	386		493	515	92		2	346	157	
Added Vol:	18	25	0		73	27	481		627	16	21		0	21	87	
PasserByVol:	0	0	0		26	0	16		30	-30	0		0	-17	17	
Initial Fut:	60	67	7		213	102	883		1150	501	113		2	350	261	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	62	69	7		220	106	914		1190	519	117		2	362	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	69	7		220	106	914		1190	519	117		2	362	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	62	69	7		220	106	914		1190	519	117		2	362	270	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.67	0.98	0.83		0.70	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1270	1862	1583		1328	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.04	0.00		0.17	0.06	0.58		0.35	0.15	0.07		0.00	0.10	0.17	
Crit Moves:							****		****						****	
Green/Cycle:	0.48	0.48	0.48		0.48	0.48	0.48		0.29	0.43	0.43		0.00	0.14	0.14	
Volume/Cap:	0.10	0.08	0.01		0.35	0.12	1.20		1.20	0.34	0.17		0.34	0.72	1.20	
Delay/Veh:	14.3	14.1	13.6		16.5	14.4	129.9		136.9	19.4	17.9		80.8	46.1	168.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.3	14.1	13.6		16.5	14.4	129.9		136.9	19.4	17.9		80.8	46.1	168.9	
LOS by Move:	B	B	B		B	B	F		F	B	B		F	D	F	
HCM2k95thQ:	55	58	6		199	86	1816		1261	257	106		20	341	730	

Note: Queue reported is the distance per lane in feet.

CUMULATIVE TRAFFIC CONDITIONS (TRAFFIX)

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Cumulative AM
Geometry:	Existing AM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Cum+Project AM

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	325.0	1.898	F	325.0	1.898	+ 0.000 D/V
# 2 Sunset Avenue & Pintail Drive	C	25.9	0.455	C	27.7	0.455	+ 1.859 D/V
# 3 Sunset Avenue & Rio Vista Road	F	146.2	1.363	F	146.2	1.363	+ 0.000 D/V
# 4 Emperor Drive & Pintail Drive	B	11.1	0.509	B	11.1	0.509	+ 0.000 V/C
# 5 Emperor Drive & Rio Vista Road	F	151.0	1.405	F	151.0	1.405	+ 0.000 D/V
# 6 Woodlark Drive & Pintail Drive	A	9.1	0.356	A	9.1	0.356	+ 0.000 V/C
# 7 Woodlark Drive & Rio Vista Roa	F	157.6	0.000	F	157.6	0.000	+ 0.000 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.8	0.162	A	7.8	0.162	+ 0.000 V/C
# 9 Fulmar Drive/Driveway & Peters	A	7.0	0.050	A	7.0	0.050	-0.000 V/C
# 10 Walters Road & Air Base Parkwa	F	282.3	1.777	F	282.3	1.777	+ 0.000 D/V
# 11 Walters Road & East Tabor Aven	C	24.6	0.704	C	30.7	0.704	+ 6.145 D/V
# 12 Walters Road & Bella Vista Dri	C	25.8	0.668	C	26.5	0.668	+ 0.703 D/V
# 13 Walters Road & Pintail Drive	F	309.3	0.000	F	309.3	0.000	+ 0.000 D/V
# 14 Walters Road & Montebello Driv	B	13.7	0.535	C	22.4	0.540	+ 8.734 D/V
# 15 Walters Road & Petersen Road	A	4.4	0.472	A	6.6	0.471	+ 2.191 D/V
# 16 Walters Road & Main Driveway	A	0.3	0.427	A	2.9	0.464	+ 2.507 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	14.7	0.000	+14.711 D/V
# 18 Walters Road & Rio Vista Road	F	132.2	1.341	F	133.8	1.346	+ 1.644 D/V

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.898
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 325.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	84	98	108		40	84	760		265	1300	18		182	3222	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	84	98	108		40	84	760		265	1300	18		182	3222	64	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	84	98	108		40	84	760		265	1300	18		182	3222	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	91	107	117		43	91	826		288	1413	20		198	3502	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	107	117		43	91	826		288	1413	20		198	3502	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	91	107	117		43	91	826		288	1413	20		198	3502	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.06	0.07		0.02	0.05	0.52		0.08	0.40	0.01		0.11	0.99	0.04	
Crit Moves:			****				****		****					****		
Green/Cycle:	0.04	0.04	0.04		0.28	0.28	0.28		0.04	0.44	0.44		0.12	0.52	0.52	
Volume/Cap:	1.32	1.46	1.90		0.09	0.18	1.90		1.90	0.90	0.03		0.90	1.90	0.08	
Delay/Veh:	264.0	317	506.2		27.0	27.8	448.8		475.4	33.6	15.8		78.9	430	12.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	264.0	317	506.2		27.0	27.8	448.8		475.4	33.6	15.8		78.9	430	12.0	
LOS by Move:	F	F	F		C	C	F		F	C	B		E	F	B	
HCM2kAvgQ:	8	9	12		1	2	74		15	25	0		9	162	1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	75	366	41		159	438	90		45	27	63		104	76	233	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	75	366	41		159	438	90		45	27	63		104	76	233	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	75	366	41		159	438	90		45	27	63		104	76	233	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	79	385	43		167	461	95		47	28	66		109	80	245	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	385	43		167	461	95		47	28	66		109	80	245	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	385	43		167	461	95		47	28	66		109	80	245	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.91	0.91		0.45	0.88	0.88		0.68	0.87	0.87	
Lanes:	1.00	1.80	0.20		1.00	1.66	0.34		1.00	0.30	0.70		1.00	0.25	0.75	
Final Sat.:	1769	3134	351		1769	2861	588		858	500	1167		1290	406	1245	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12	0.12		0.09	0.16	0.16		0.06	0.06	0.06		0.08	0.20	0.20	
Crit Moves:		****			****									****		
Green/Cycle:	0.11	0.20	0.20		0.23	0.32	0.32		0.48	0.48	0.48		0.48	0.48	0.48	
Volume/Cap:	0.41	0.61	0.61		0.41	0.50	0.50		0.11	0.12	0.12		0.18	0.41	0.41	
Delay/Veh:	42.8	38.1	38.1		33.4	27.9	27.9		14.4	14.4	14.4		14.9	17.2	17.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.8	38.1	38.1		33.4	27.9	27.9		14.4	14.4	14.4		14.9	17.2	17.2	
LOS by Move:	D	D	D		C	C	C		B	B	B		B	B	B	
HCM2kAvgQ:	3	7	7		5	8	8		1	2	2		2	7	7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.363
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 146.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	85	36	13		97	57	550		330	1001	52		43	2781	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	36	13		97	57	550		330	1001	52		43	2781	160	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	36	13		97	57	550		330	1001	52		43	2781	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	90	38	14		103	61	585		351	1065	55		46	2959	170	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	38	14		103	61	585		351	1065	55		46	2959	170	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	38	14		103	61	585		351	1065	55		46	2959	170	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.95	0.95	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.26	0.74	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2273	1336	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.01		0.05	0.05	0.21		0.10	0.30	0.03		0.03	0.84	0.11	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.04	0.04	0.04		0.15	0.15	0.15		0.08	0.63	0.63		0.05	0.61	0.61	
Volume/Cap:	1.36	0.55	0.23		0.29	0.29	1.36		1.36	0.47	0.06		0.47	1.36	0.18	
Delay/Veh:	282.6	56.2	48.7		37.8	37.8	220.3		232.7	9.7	7.0		49.5	186	8.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	282.6	56.2	48.7		37.8	37.8	220.3		232.7	9.7	7.0		49.5	186	8.5	
LOS by Move:	F	E	D		D	D	F		F	A	A		D	F	A	
HCM2kAvgQ:	8	2	1		2	2	23		14	9	1		2	99	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	45	17	72		4	50	46		24	123	39		94	205	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	17	72		4	50	46		24	123	39		94	205	4	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	17	72		4	50	46		24	123	39		94	205	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	53	20	84		5	59	54		28	144	46		110	240	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	20	84		5	59	54		28	144	46		110	240	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	20	84		5	59	54		28	144	46		110	240	5	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.33	0.13	0.54		0.04	0.50	0.46		0.13	0.66	0.21		0.31	0.68	0.01	
Final Sat.:	210	79	337		24	306	282		88	449	142		216	472	9	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.25		0.19	0.19	0.19		0.32	0.32	0.32		0.51	0.51	0.51	
Crit Moves:		****					****			****				****		
Delay/Veh:	9.8	9.8	9.8		9.4	9.4	9.4		10.2	10.2	10.2		12.7	12.7	12.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.8	9.8	9.8		9.4	9.4	9.4		10.2	10.2	10.2		12.7	12.7	12.7	
LOS by Move:	A	A	A		A	A	A		B	B	B		B	B	B	
ApproachDel:	9.8				9.4				10.2				12.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.8				9.4				10.2				12.7			
LOS by Appr:	A				A				B				B			
AllWayAvgQ:	0.3	0.3	0.3		0.2	0.2	0.2		0.4	0.4	0.4		0.9	0.9	0.9	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.405
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 151.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	352	23	55		23	15	243		96	857	139		86	2542	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	352	23	55		23	15	243		96	857	139		86	2542	27	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	352	23	55		23	15	243		96	857	139		86	2542	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	371	24	58		24	16	256		101	902	146		91	2676	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	24	58		24	16	256		101	902	146		91	2676	28	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	24	58		24	16	256		101	902	146		91	2676	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.42	0.98	0.83		0.73	0.84	0.84		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.06	0.94		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	797	1862	1583		1395	93	1506		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.46	0.01	0.04		0.02	0.17	0.17		0.06	0.25	0.09		0.05	0.76	0.02	
Crit Moves:	****								****					****		
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.04	0.48	0.48		0.10	0.54	0.54	
Volume/Cap:	1.40	0.04	0.11		0.05	0.51	0.51		1.40	0.53	0.19		0.53	1.40	0.03	
Delay/Veh:	236.8	22.7	23.3		22.8	27.8	27.8		294.4	18.3	14.9		46.1	208	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	236.8	22.7	23.3		22.8	27.8	27.8		294.4	18.3	14.9		46.1	208	10.9	
LOS by Move:	F	C	C		C	C	C		F	B	B		D	F	B	
HCM2kAvgQ:	26	0	1		1	7	7		9	10	3		3	93	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 0	0 0		0	0 0	1 0		0	1 0	0 0	
Volume Module:																
Base Vol:	17	0	18		0	0	0		0	153	21		71	197	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	0	18		0	0	0		0	153	21		71	197	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	0	18		0	0	0		0	153	21		71	197	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	19	0	20		0	0	0		0	170	23		79	219	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	0	20		0	0	0		0	170	23		79	219	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	19	0	20		0	0	0		0	170	23		79	219	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.00	0.51		0.00	0.00	0.00		0.00	0.88	0.12		0.26	0.74	0.00	
Final Sat.:	341	0	361		0	0	0		0	734	101		221	614	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.23	0.23		0.36	0.36	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.5	8.5		9.6	9.6	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.0	0.0	8.0		0.0	0.0	0.0		0.0	8.5	8.5		9.6	9.6	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.0				xxxxxx					8.5				9.6		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.0				xxxxxx					8.5				9.6		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.3	0.3	0.3		0.5	0.5	0.5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[157.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	1	0 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	145	0	935	0	0	2510	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	145	0	935	0	0	2510	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	145	0	935	0	0	2510	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	0	0	154	0	995	0	0	2670	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	154	0	995	0	0	2670	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	1335	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	144	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	144	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	8.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	157.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			157.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.162
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	26	0	13	0	0	0	0	106	19	2	92	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	13	0	0	0	0	106	19	2	92	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	13	0	0	0	0	106	19	2	92	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	30	0	15	0	0	0	0	120	22	2	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	15	0	0	0	0	120	22	2	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	15	0	0	0	0	120	22	2	105	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.00	0.33	0.00	0.00	0.00	0.00	0.85	0.15	0.02	0.98	0.00
Final Sat.:	525	0	262	0	0	0	0	745	134	18	834	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	0.16	0.16	0.13	0.13	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	7.6	0.0	7.6	0.0	0.0	0.0	0.0	7.8	7.8	7.8	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	7.6	0.0	0.0	0.0	0.0	7.8	7.8	7.8	7.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.6			xxxxxx			7.8			7.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.6			xxxxxx			7.8			7.8		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.050
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		36	0	0		0	0	0		0	0	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		36	0	0		0	0	0		0	0	27	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	1	0		-1	1	0		0	0	0		0	0	-1	
Initial Fut:	0	1	0		35	1	0		0	0	0		0	0	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	1	0		41	1	0		0	0	0		0	0	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1	0		41	1	0		0	0	0		0	0	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1	0		41	1	0		0	0	0		0	0	31	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.97	0.03	0.00		0.00	0.00	0.00		0.00	0.00	1.00	
Final Sat.:	0	885	0		830	24	0		0	0	0		0	0	1039	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.00	xxxx		0.05	0.05	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.03	
Crit Moves:		****			****										****	
Delay/Veh:	0.0	7.0	0.0		7.4	7.4	0.0		0.0	0.0	0.0		0.0	0.0	6.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.0	0.0		7.4	7.4	0.0		0.0	0.0	0.0		0.0	0.0	6.5	
LOS by Move:	*	A	*		A	A	*		*	*	*		*	*	A	
ApproachDel:		7.0				7.4			xxxxxx					6.5		
Delay Adj:		1.00				1.00			xxxxx					1.00		
ApprAdjDel:		7.0				7.4			xxxxxx					6.5		
LOS by Appr:		A				A			*					A		
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.777
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 282.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	2	0	1
Volume Module:																
Base Vol:	309	106	771		97	625	609		137	1284	223		529	1050	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	309	106	771		97	625	609		137	1284	223		529	1050	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	309	106	771		97	625	609		137	1284	223		529	1050	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	343	118	857		108	694	677		152	1427	248		588	1167	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	343	118	857		108	694	677		152	1427	248		588	1167	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	343	118	857		108	694	677		152	1427	248		588	1167	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.91	0.91		0.93	0.93	0.83		0.90	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.51	0.49		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	873	851		1769	3538	1583		3432	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.06	0.54		0.06	0.80	0.80		0.09	0.40	0.16		0.17	0.33	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.50	0.50		0.06	0.45	0.45		0.07	0.23	0.23		0.10	0.26	0.26	
Volume/Cap:	1.78	0.13	1.08		1.08	1.78	1.78		1.29	1.78	0.69		1.78	1.29	0.03	
Delay/Veh:	414.4	13.4	81.4		161.1	383	382.6		224.8	393	41.0		406.9	174	27.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	414.4	13.4	81.4		161.1	383	382.6		224.8	393	41.0		406.9	174	27.9	
LOS by Move:	F	B	F		F	F	F		F	F	D		F	F	C	
HCM2kAvgQ:	30	2	39		7	115	115		11	64	8		27	38	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	110	872	45		123	956	298		232	6	102		82	4	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	872	45		123	956	298		232	6	102		82	4	82	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	110	872	45		123	956	298		232	6	102		82	4	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	124	980	51		138	1074	335		261	7	115		92	4	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	980	51		138	1074	335		261	7	115		92	4	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	124	980	51		138	1074	335		261	7	115		92	4	92	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.90	0.90		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.90	0.10		1.00	1.52	0.48		2.00	0.06	0.94		1.00	0.05	0.95	
Final Sat.:	1769	3341	172		1769	2600	810		3432	89	1509		1769	74	1522	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.29		0.08	0.41	0.41		0.08	0.08	0.08		0.05	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.55	0.55		0.07	0.51	0.51		0.14	0.15	0.15		0.11	0.12	0.12	
Volume/Cap:	0.64	0.53	0.53		1.12	0.81	0.81		0.54	0.51	0.51		0.47	0.50	0.50	
Delay/Veh:	49.3	14.6	14.6		162.0	23.4	23.4		41.3	40.9	40.9		43.6	43.4	43.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	14.6	14.6		162.0	23.4	23.4		41.3	40.9	40.9		43.6	43.4	43.4	
LOS by Move:	D	B	B		F	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	5	11	11		9	21	21		5	4	4		3	3	3	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	684	57		57	1027	56		170	28	28		182	15	173	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	684	57		57	1027	56		170	28	28		182	15	173	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	684	57		57	1027	56		170	28	28		182	15	173	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	760	63		63	1141	62		189	31	31		202	17	192	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	760	63		63	1141	62		189	31	31		202	17	192	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	760	63		63	1141	62		189	31	31		202	17	192	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.92	0.92		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.85	0.15		1.00	1.90	0.10		0.76	0.12	0.12		0.92	0.08	1.00	
Final Sat.:	1900	3226	269		1769	3328	181		1327	219	219		1645	136	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24		0.04	0.34	0.34		0.14	0.14	0.14		0.12	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.00	0.44	0.44		0.05	0.49	0.49		0.23	0.23	0.23		0.20	0.20	0.20	
Volume/Cap:	0.00	0.54	0.54		0.72	0.70	0.70		0.62	0.62	0.62		0.61	0.61	0.61	
Delay/Veh:	0.0	20.9	20.9		71.1	21.1	21.1		37.5	37.5	37.5		39.7	39.7	39.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	20.9	20.9		71.1	21.1	21.1		37.5	37.5	37.5		39.7	39.7	39.8	
LOS by Move:	A	C	C		E	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	0	10	10		3	16	16		8	8	8		7	7	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 22.3 Worst Case Level Of Service: F[309.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	35	654	0	0	1155	82	87	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	654	0	0	1155	82	87	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	654	0	0	1155	82	87	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	38	711	0	0	1255	89	95	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	711	0	0	1255	89	95	0	66	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1345	xxxx	xxxxx	xxxx	xxxx	xxxxx	1732	2087	672	xxxx	xxxx	xxxxx
Potent Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	52	398	xxxx	xxxx	xxxxx
Move Cap.:	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	48	398	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	1.27	0.00	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	112	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	309	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			309.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	0 0 1!	0	0	0 1 0	0	1
Volume Module:												
Base Vol:	4	612	40	61	1140	15	24	0	24	149	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	612	40	61	1140	15	24	0	24	149	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	612	40	61	1140	15	24	0	24	149	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	673	44	67	1253	16	26	0	26	164	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	673	44	67	1253	16	26	0	26	164	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	673	44	67	1253	16	26	0	26	164	0	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.78	1.00	0.78	0.67	1.00	0.83
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	0.50	0.00	0.50	1.00	0.00	1.00
Final Sat.:	1769	3291	215	1769	3485	46	744	0	744	1268	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.04	0.36	0.36	0.04	0.00	0.04	0.13	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.01	0.41	0.41	0.08	0.49	0.49	0.42	0.00	0.42	0.42	0.00	0.42
Volume/Cap:	0.25	0.50	0.50	0.47	0.73	0.73	0.08	0.00	0.08	0.31	0.00	0.09
Delay/Veh:	56.4	22.1	22.1	46.5	22.0	22.0	17.5	0.0	17.5	19.6	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	22.1	22.1	46.5	22.0	22.0	17.5	0.0	17.5	19.6	0.0	17.5
LOS by Move:	E	C	C	D	C	C	B	A	B	B	A	B
HCM2kAvgQ:	0	9	9	3	17	17	1	0	1	3	0	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	9	641	104		55	1242	16		4	7	25		40	2	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	641	104		55	1242	16		4	7	25		40	2	11	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	-1	0	0		0	0	0		0	0	-1		0	0	0	
Initial Fut:	8	641	104		55	1242	16		4	7	24		40	2	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	9	704	114		60	1365	18		4	8	26		44	2	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	704	114		60	1365	18		4	8	26		44	2	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	704	114		60	1365	18		4	8	26		44	2	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.16	0.93	0.83		0.35	0.93	0.83		0.83	0.83	0.83		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.36	0.64	1.00		0.95	0.05	1.00	
Final Sat.:	298	3538	1583		667	3538	1583		574	1004	1577		1694	85	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20	0.07		0.09	0.39	0.01		0.01	0.01	0.02		0.03	0.03	0.01	
Crit Moves:						****					****		****			
Green/Cycle:	0.74	0.74	0.74		0.74	0.74	0.74		0.05	0.08	0.08		0.09	0.12	0.12	
Volume/Cap:	0.04	0.27	0.10		0.12	0.52	0.02		0.15	0.10	0.21		0.29	0.22	0.06	
Delay/Veh:	3.6	4.3	3.7		3.8	5.7	3.4		45.8	42.8	43.6		43.5	40.3	39.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.6	4.3	3.7		3.8	5.7	3.4		45.8	42.8	43.6		43.5	40.3	39.2	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	4	1		1	10	0		1	0	1		2	1	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	754	0		0	1307	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	754	0		0	1307	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	30	-15	0		0	-10	9		14	0	23		0	0	0	
Initial Fut:	30	739	0		0	1297	9		14	0	23		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	33	803	0		0	1410	10		15	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	803	0		0	1410	10		15	0	25		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	803	0		0	1410	10		15	0	25		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.93	0.93		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.99	0.01		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	3510	24		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.00		0.00	0.40	0.40		0.01	0.00	0.02		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.04	0.91	0.00		0.00	0.87	0.87		0.03	0.00	0.03		0.00	0.00	0.00	
Volume/Cap:	0.46	0.25	0.00		0.00	0.46	0.46		0.25	0.00	0.46		0.00	0.00	0.00	
Delay/Veh:	51.7	0.6	0.0		0.0	1.6	1.6		49.3	0.0	53.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.7	0.6	0.0		0.0	1.6	1.6		49.3	0.0	53.6		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	2	2	0		0	5	5		1	0	1		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	2	0 0	0 0	1	1 0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	754	0	0	1307	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	754	0	0	1307	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	15	0	0	13	0	0	0	1	0	0	0
Initial Fut:	0	769	0	0	1320	0	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	836	0	0	1435	0	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	836	0	0	1435	0	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	717	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	372	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	372	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.346
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 133.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	340	125	5	218	37	1052	392	455	88	0	1258	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	125	5	218	37	1052	392	455	88	0	1258	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	9	0	5	10	-10	0	0	-5	5
Initial Fut:	340	125	5	227	37	1057	402	445	88	0	1253	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	366	134	5	244	40	1137	432	478	95	0	1347	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	134	5	244	40	1137	432	478	95	0	1347	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	134	5	244	40	1137	432	478	95	0	1347	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.98	0.83	0.64	0.98	0.83	0.90	0.93	0.83	1.00	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1369	1862	1583	1223	1862	1583	3432	3538	1583	1900	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.27	0.07	0.00	0.20	0.02	0.72	0.13	0.14	0.06	0.00	0.38	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.09	0.38	0.38	0.00	0.28	0.28
Volume/Cap:	0.50	0.14	0.01	0.37	0.04	1.35	1.35	0.36	0.16	0.00	1.35	0.58
Delay/Veh:	15.4	11.8	10.9	14.0	11.1	186.9	220.4	22.6	20.8	0.0	198	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	11.8	10.9	14.0	11.1	186.9	220.4	22.6	20.8	0.0	198	32.7
LOS by Move:	B	B	B	B	B	F	F	C	C	A	F	C
HCM2kAvgQ:	7	2	0	5	1	72	16	6	2	0	46	8

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Scenario Report

Scenario:	Cumulative PM
Command:	Cumulative PM
Volume:	Cumulative PM
Geometry:	Existing PM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative PM

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	239.0	1.576	F	239.0	1.576	+ 0.000 D/V
# 2 Sunset Avenue & Pintail Drive	B	19.7	0.524	C	21.0	0.520	+ 1.245 D/V
# 3 Sunset Avenue & Rio Vista Road	E	67.1	1.115	E	67.1	1.115	+ 0.000 D/V
# 4 Emperor Drive & Pintail Drive	B	14.0	0.616	B	14.0	0.616	+ 0.000 V/C
# 5 Emperor Drive & Rio Vista Road	F	80.1	1.201	F	80.1	1.201	+ 0.000 D/V
# 6 Woodlark Drive & Pintail Drive	A	9.5	0.409	A	9.5	0.409	+ 0.000 V/C
# 7 Woodlark Drive & Rio Vista Roa	C	19.8	0.000	C	19.8	0.000	+ 0.000 D/V
# 8 Fulmar Drive & Pintail Drive	A	8.1	0.208	A	8.1	0.208	+ 0.000 V/C
# 9 Fulmar Drive/Driveway & Peters	A	6.9	0.060	A	6.9	0.056	-0.004 V/C
# 10 Walters Road & Air Base Parkwa	F	317.5	1.859	F	317.5	1.859	+ 0.000 D/V
# 11 Walters Road & East Tabor Aven	C	34.6	0.891	C	34.6	0.891	+ 0.000 D/V
# 12 Walters Road & Bella Vista Dri	C	29.7	0.839	C	33.9	0.839	+ 4.147 D/V
# 13 Walters Road & Pintail Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 14 Walters Road & Montebello Driv	B	11.4	0.588	B	16.1	0.591	+ 4.698 D/V
# 15 Walters Road & Petersen Road	A	5.3	0.484	A	5.8	0.483	+ 0.502 D/V
# 16 Walters Road & Main Driveway	B	12.7	0.459	B	17.2	0.494	+ 4.424 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	12.8	0.000	+12.805 D/V
# 18 Walters Road & Rio Vista Road	E	63.7	1.089	E	66.6	1.123	+ 2.901 D/V

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.576
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 239.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	51	221	251		81	83	456		988	2925	32		152	1719	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	221	251		81	83	456		988	2925	32		152	1719	77	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	221	251		81	83	456		988	2925	32		152	1719	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	52	226	256		83	85	465		1008	2985	33		155	1754	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	226	256		83	85	465		1008	2985	33		155	1754	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	226	256		83	85	465		1008	2985	33		155	1754	79	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.16		0.05	0.05	0.29		0.29	0.84	0.02		0.09	0.50	0.05	
Crit Moves:			****				****			****			****			
Green/Cycle:	0.10	0.10	0.10		0.19	0.19	0.19		0.22	0.54	0.54		0.06	0.37	0.37	
Volume/Cap:	0.29	1.18	1.58		0.25	0.24	1.58		1.34	1.58	0.04		1.58	1.34	0.13	
Delay/Veh:	42.4	167	331.6		35.1	35.0	315.7		199.3	285	11.0		349.5	188	20.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.4	167	331.6		35.1	35.0	315.7		199.3	285	11.0		349.5	188	20.9	
LOS by Move:	D	F	F		D	D	F		F	F	B		F	F	C	
HCM2kAvgQ:	2	14	21		2	2	37		34	118	0		14	58	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1 0		1	0 1	1 0		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	40	762	130		46	526	94		124	62	40		103	66	192	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	762	130		46	526	94		124	62	40		103	66	192	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	762	130		46	526	94		124	62	40		103	66	192	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	43	819	140		49	566	101		133	67	43		111	71	206	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	819	140		49	566	101		133	67	43		111	71	206	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	819	140		49	566	101		133	67	43		111	71	206	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.91	0.91		0.44	0.92	0.92		0.65	0.87	0.87	
Lanes:	1.00	1.71	0.29		1.00	1.70	0.30		1.00	0.61	0.39		1.00	0.26	0.74	
Final Sat.:	1769	2956	504		1769	2932	524		838	1065	687		1233	423	1230	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.03	0.19	0.19		0.16	0.06	0.06		0.09	0.17	0.17	
Crit Moves:		****			****									****		
Green/Cycle:	0.08	0.48	0.48		0.06	0.47	0.47		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.30	0.58	0.58		0.47	0.41	0.41		0.43	0.17	0.17		0.24	0.45	0.45	
Delay/Veh:	44.6	19.2	19.2		48.7	17.6	17.6		24.6	21.3	21.3		22.1	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.6	19.2	19.2		48.7	17.6	17.6		24.6	21.3	21.3		22.1	24.4	24.4	
LOS by Move:	D	B	B		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	11	11		2	7	7		4	2	2		2	7	7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	110	96	48		367	77	397		787	2514	135		99	1457	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	96	48		367	77	397		787	2514	135		99	1457	290	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	110	96	48		367	77	397		787	2514	135		99	1457	290	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	111	97	48		371	78	401		795	2539	136		100	1472	293	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	97	48		371	78	401		795	2539	136		100	1472	293	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	97	48		371	78	401		795	2539	136		100	1472	293	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.94	0.94	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.65	0.35	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2955	620	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.03		0.13	0.13	0.14		0.23	0.72	0.09		0.06	0.42	0.19	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.06	0.06	0.06		0.13	0.13	0.13		0.25	0.64	0.64		0.05	0.45	0.45	
Volume/Cap:	1.11	0.92	0.54		0.97	0.97	1.11		0.93	1.11	0.13		1.11	0.93	0.41	
Delay/Veh:	171.7	111	52.7		77.8	77.8	125.8		53.5	76.3	7.0		176.9	36.7	19.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	171.7	111	52.7		77.8	77.8	125.8		53.5	76.3	7.0		176.9	36.7	19.2	
LOS by Move:	F	F	D		E	E	F		D	E	A		F	D	B	
HCM2kAvgQ:	8	6	2		11	11	13		17	61	2		7	27	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	79	73	162		5	35	33		58	243	77		58	170	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	79	73	162		5	35	33		58	243	77		58	170	4	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	73	162		5	35	33		58	243	77		58	170	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	83	77	171		5	37	35		61	256	81		61	179	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	77	171		5	37	35		61	256	81		61	179	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	83	77	171		5	37	35		61	256	81		61	179	4	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.23	0.52		0.07	0.48	0.45		0.15	0.65	0.20		0.25	0.73	0.02	
Final Sat.:	155	144	319		35	246	232		99	415	132		148	433	10	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.54	0.54		0.15	0.15	0.15		0.62	0.62	0.62		0.41	0.41	0.41	
Crit Moves:	****					****				****				****		
Delay/Veh:	13.9	13.9	13.9		9.8	9.8	9.8		15.9	15.9	15.9		12.3	12.3	12.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.9	13.9	13.9		9.8	9.8	9.8		15.9	15.9	15.9		12.3	12.3	12.3	
LOS by Move:	B	B	B		A	A	A		C	C	C		B	B	B	
ApproachDel:	13.9				9.8				15.9				12.3			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	13.9				9.8				15.9				12.3			
LOS by Appr:	B				A				C				B			
AllWayAvgQ:	0.9	0.9	0.9		0.1	0.1	0.1		1.3	1.3	1.3		0.6	0.6	0.6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.201
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 80.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	287	36	152		22	20	154		313	2565	393		58	1368	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	287	36	152		22	20	154		313	2565	393		58	1368	27	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	287	36	152		22	20	154		313	2565	393		58	1368	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	296	37	157		23	21	159		323	2644	405		60	1410	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	37	157		23	21	159		323	2644	405		60	1410	28	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	296	37	157		23	21	159		323	2644	405		60	1410	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.50	0.98	0.83		0.72	0.85	0.85		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.11	0.89		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	950	1862	1583		1374	186	1429		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.02	0.10		0.02	0.11	0.11		0.18	0.75	0.26		0.03	0.40	0.02	
Crit Moves:	****									****			****			
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.20	0.62	0.62		0.03	0.45	0.45	
Volume/Cap:	1.20	0.08	0.38		0.06	0.43	0.43		0.89	1.20	0.41		1.20	0.89	0.04	
Delay/Veh:	159.6	28.0	31.0		28.0	31.6	31.6		62.0	114	9.9		240.7	32.4	15.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	159.6	28.0	31.0		28.0	31.6	31.6		62.0	114	9.9		240.7	32.4	15.6	
LOS by Move:	F	C	C		C	C	C		E	F	A		F	C	B	
HCM2kAvgQ:	18	1	4		1	5	5		13	73	6		5	25	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 0	0 0		0	0 0	1 0		0	1 0	0 0	
Volume Module:																
Base Vol:	31	0	14		0	0	0		0	266	75		43	172	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	0	14		0	0	0		0	266	75		43	172	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	0	14		0	0	0		0	266	75		43	172	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	32	0	14		0	0	0		0	274	77		44	177	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	0	14		0	0	0		0	274	77		44	177	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	0	14		0	0	0		0	274	77		44	177	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.00	0.31		0.00	0.00	0.00		0.00	0.78	0.22		0.20	0.80	0.00	
Final Sat.:	451	0	204		0	0	0		0	670	189		160	640	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	xxxx	0.07		xxxx	xxxx	xxxx		xxxx	0.41	0.41		0.28	0.28	xxxx	
Crit Moves:			****							****				****		
Delay/Veh:	8.4	0.0	8.4		0.0	0.0	0.0		0.0	9.9	9.9		9.1	9.1	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.4	0.0	8.4		0.0	0.0	0.0		0.0	9.9	9.9		9.1	9.1	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.4				xxxxxx					9.9				9.1		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.4				xxxxxx					9.9				9.1		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.7	0.7	0.7		0.4	0.4	0.4	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[19.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	145	0	2739	0	0	1348	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	145	0	2739	0	0	1348	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	145	0	2739	0	0	1348	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	0	148	0	2795	0	0	1376	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	148	0	2795	0	0	1376	150
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	688	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	20	0	12	0	0	0	0	141	37	21	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	12	0	0	0	0	141	37	21	130	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	12	0	0	0	0	141	37	21	130	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	21	0	12	0	0	0	0	145	38	22	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	12	0	0	0	0	145	38	22	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	0	12	0	0	0	0	145	38	22	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	xxxx	0.37	0.00	0.00	0.00	0.00	0.79	0.21	0.14	0.86	0.00
Final Sat.:	469	0	281	0	0	0	0	699	183	118	728	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	xxxx	xxxx	xxxx	xxxx	0.21	0.21	0.18	0.18	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	7.7	7.7	7.7	0.0	0.0	0.0	0.0	8.1	8.1	8.1	8.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	0.0	0.0	0.0	0.0	8.1	8.1	8.1	8.1	0.0
LOS by Move:	A	A	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.7			xxxxxx			8.1			8.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	7.7			xxxxxx			8.1			8.1		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.056
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0 0	0	1	0	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	0	0	28	0	0	0	0	0	0	0	57	0	0	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	0	0	0	0	0	0	57	0	0	0	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	0	-3	3	0	0	0	0	0	0	-4	0	0	0	-4
Initial Fut:	0	4	0	25	3	0	0	0	0	0	0	53	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	4	0	28	3	0	0	0	0	0	0	59	0	0	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	0	28	3	0	0	0	0	0	0	59	0	0	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	0	28	3	0	0	0	0	0	0	59	0	0	0	59
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.89	0.11	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	871	0	752	90	0	0	0	0	0	0	1046	0	0	0	1046
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.01	xxxx	0.04	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	0.06
Crit Moves:		****			****							****				****
Delay/Veh:	0.0	7.1	0.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	0.0	6.6
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A	*	*	*	A
ApproachDel:		7.1			7.4			xxxxxx				6.6				
Delay Adj:		1.00			1.00			xxxxx				1.00				
ApprAdjDel:		7.1			7.4			xxxxxx				6.6				
LOS by Appr:		A			A			*				A				
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.859
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 317.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	302	496	827	117	610	649	166	1390	349	940	1656	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	302	496	827	117	610	649	166	1390	349	940	1656	59				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	302	496	827	117	610	649	166	1390	349	940	1656	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
PHF Volume:	315	517	861	122	635	676	173	1448	364	979	1725	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	315	517	861	122	635	676	173	1448	364	979	1725	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	315	517	861	122	635	676	173	1448	364	979	1725	61				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83				
Lanes:	1.00	1.00	1.00	1.00	0.48	0.52	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1769	1862	1583	1769	833	886	1769	3538	1583	3432	3538	1583				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.28	0.54	0.07	0.76	0.76	0.10	0.41	0.23	0.29	0.49	0.04				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.10	0.45	0.45	0.06	0.41	0.41	0.06	0.22	0.22	0.15	0.31	0.31				
Volume/Cap:	1.86	0.62	1.21	1.21	1.86	1.86	1.57	1.86	1.04	1.86	1.57	0.12				
Delay/Veh:	453.4	22.4	135.4	204.3	421	421.3	340.8	430	98.9	435.9	294	24.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	453.4	22.4	135.4	204.3	421	421.3	340.8	430	98.9	435.9	294	24.8				
LOS by Move:	F	C	F	F	F	F	F	F	F	F	F	C				
HCM2kAvgQ:	29	12	47	9	114	114	15	67	18	45	69	1				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	148	1102	152		255	1127	517		443	3	106		56	3	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	148	1102	152		255	1127	517		443	3	106		56	3	80	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	148	1102	152		255	1127	517		443	3	106		56	3	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	154	1148	158		266	1174	539		461	3	110		58	3	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	1148	158		266	1174	539		461	3	110		58	3	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	154	1148	158		266	1174	539		461	3	110		58	3	83	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.89	0.89		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.76	0.24		1.00	1.37	0.63		2.00	0.03	0.97		1.00	0.04	0.96	
Final Sat.:	1769	3053	421		1769	2311	1060		3432	44	1546		1769	58	1534	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.38	0.38		0.15	0.51	0.51		0.13	0.07	0.07		0.03	0.05	0.05	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.48	0.48		0.19	0.57	0.57		0.15	0.14	0.14		0.07	0.06	0.06	
Volume/Cap:	0.89	0.79	0.79		0.79	0.89	0.89		0.89	0.49	0.49		0.49	0.89	0.89	
Delay/Veh:	83.6	24.5	24.5		50.2	24.4	24.4		58.9	41.0	41.0		48.2	104	104.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	83.6	24.5	24.5		50.2	24.4	24.4		58.9	41.0	41.0		48.2	104	104.1	
LOS by Move:	F	C	C		D	C	C		E	D	D		D	F	F	
HCM2kAvgQ:	8	19	19		10	28	28		10	4	4		2	5	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	46	1112	254		176	939	174		164	26	30		171	13	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	1112	254		176	939	174		164	26	30		171	13	126	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	1112	254		176	939	174		164	26	30		171	13	126	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	48	1171	267		185	988	183		173	27	32		180	14	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	1171	267		185	988	183		173	27	32		180	14	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	1171	267		185	988	183		173	27	32		180	14	133	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.90	0.90		0.93	0.91	0.91		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.63	0.37		1.00	1.69	0.31		0.74	0.12	0.14		0.93	0.07	1.00	
Final Sat.:	1769	2799	639		1769	2916	540		1314	208	240		1654	126	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.42	0.42		0.10	0.34	0.34		0.13	0.13	0.13		0.11	0.11	0.08	
Crit Moves:		****			****					****				****		
Green/Cycle:	0.02	0.48	0.48		0.14	0.61	0.61		0.14	0.14	0.14		0.15	0.15	0.15	
Volume/Cap:	1.37	0.87	0.87		0.75	0.56	0.56		0.94	0.94	0.94		0.73	0.73	0.56	
Delay/Veh:	327.4	28.6	28.6		53.2	11.8	11.8		83.2	83.2	83.2		50.1	50.1	42.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	327.4	28.6	28.6		53.2	11.8	11.8		83.2	83.2	83.2		50.1	50.1	42.4	
LOS by Move:	F	C	C		D	B	B		F	F	F		D	D	D	
HCM2kAvgQ:	5	24	24		7	11	11		11	11	11		7	7	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 83.6 Worst Case Level Of Service: F[1047.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	77	1273	0	0	1026	114	139	0	76	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	77	1273	0	0	1026	114	139	0	76	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	77	1273	0	0	1026	114	139	0	76	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
PHF Volume:	80	1326	0	0	1069	119	145	0	79	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	80	1326	0	0	1069	119	145	0	79	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx	1952	2615	594	xxxx	xxxx	xxxxx				
Potent Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	24	448	xxxx	xxxx	xxxxx				
Move Cap.:	584	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	21	448	xxxx	xxxx	xxxxx				
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	2.88	0.00	0.18	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	73	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.6	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1047	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			1047.4			xxxxxx						
ApproachLOS:	*			*			F			*						

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	25	1239	138		88	974	40		26	2	12		91	4	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1239	138		88	974	40		26	2	12		91	4	85	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	1239	138		88	974	40		26	2	12		91	4	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	26	1291	144		92	1015	42		27	2	13		95	4	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	1291	144		92	1015	42		27	2	13		95	4	89	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	1291	144		92	1015	42		27	2	13		95	4	89	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.93	0.93		0.77	0.77	0.77		0.70	0.70	0.83	
Lanes:	1.00	1.80	0.20		1.00	1.92	0.08		0.65	0.05	0.30		0.96	0.04	1.00	
Final Sat.:	1769	3136	349		1769	3378	139		952	73	439		1273	56	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.05	0.30	0.30		0.03	0.03	0.03		0.07	0.07	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.06	0.58	0.58		0.12	0.65	0.65		0.20	0.20	0.20		0.20	0.20	0.20	
Volume/Cap:	0.25	0.71	0.71		0.43	0.46	0.46		0.14	0.14	0.14		0.37	0.37	0.28	
Delay/Veh:	46.0	16.2	16.2		42.2	8.9	8.9		33.2	33.2	33.2		35.5	35.5	34.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.0	16.2	16.2		42.2	8.9	8.9		33.2	33.2	33.2		35.5	35.5	34.4	
LOS by Move:	D	B	B		D	A	A		C	C	C		D	D	C	
HCM2kAvgQ:	1	17	17		3	9	9		1	1	1		3	3	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	39	1334	91		73	990	14		9	6	13		55	4	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	1334	91		73	990	14		9	6	13		55	4	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	-4	0	0		0	0	0		0	0	-3		0	0	0	
Initial Fut:	35	1334	91		73	990	14		9	6	10		55	4	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	36	1390	95		76	1031	15		9	6	10		57	4	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	1390	95		76	1031	15		9	6	10		57	4	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	1390	95		76	1031	15		9	6	10		57	4	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.25	0.93	0.83		0.16	0.93	0.83		0.86	0.86	0.86		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.72	0.48	0.80		0.93	0.07	1.00	
Final Sat.:	479	3538	1583		309	3538	1583		1176	784	1306		1658	121	1583	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.39	0.06		0.25	0.29	0.01		0.01	0.01	0.01		0.03	0.03	0.04	
Crit Moves:		****							****						****	
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.04	0.04	0.04		0.08	0.08	0.08	
Volume/Cap:	0.10	0.50	0.08		0.31	0.37	0.01		0.20	0.20	0.20		0.43	0.43	0.49	
Delay/Veh:	2.5	3.8	2.4		3.7	3.2	2.2		47.2	47.2	47.2		45.9	45.9	46.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.5	3.8	2.4		3.7	3.2	2.2		47.2	47.2	47.2		45.9	45.9	46.9	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	8	1		1	5	0		1	1	1		2	2	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1464	0		0	1058	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1464	0		0	1058	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	95	-48	0		0	-32	29		44	0	72		0	0	0	
Initial Fut:	95	1416	0		0	1026	29		44	0	72		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	99	1475	0		0	1069	30		46	0	75		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	1475	0		0	1069	30		46	0	75		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	1475	0		0	1069	30		46	0	75		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.93	0.93		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.95	0.05		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	3427	97		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.42	0.00		0.00	0.31	0.31		0.03	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****									****					
Green/Cycle:	0.50	0.88	0.00		0.00	0.38	0.38		0.06	0.00	0.06		0.00	0.00	0.00	
Volume/Cap:	0.11	0.47	0.00		0.00	0.83	0.83		0.45	0.00	0.83		0.00	0.00	0.00	
Delay/Veh:	13.0	1.3	0.0		0.0	32.5	32.5		48.8	0.0	90.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.0	1.3	0.0		0.0	32.5	32.5		48.8	0.0	90.1		0.0	0.0	0.0	
LOS by Move:	B	A	A		A	C	C		D	A	F		A	A	A	
HCM2kAvgQ:	2	5	0		0	18	18		2	0	4		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0
Volume Module:												
Base Vol:	0	1464	0	0	1058	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1464	0	0	1058	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	47	0	0	40	0	0	0	2	0	0	0
Initial Fut:	0	1511	0	0	1098	0	0	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1574	0	0	1144	0	0	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1574	0	0	1144	0	0	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	572	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	463	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	463	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 66.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	164	101	12	220	96	742	1081	1290	368	3	629	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	101	12	220	96	742	1081	1290	368	3	629	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	26	0	16	30	-30	0	0	-17	17
Initial Fut:	164	101	12	246	96	758	1111	1260	368	3	612	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	169	104	12	254	99	781	1145	1299	379	3	631	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	104	12	254	99	781	1145	1299	379	3	631	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	104	12	254	99	781	1145	1299	379	3	631	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.98	0.83	0.67	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1277	1862	1583	1266	1862	1583	3432	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.01	0.20	0.05	0.49	0.33	0.37	0.24	0.00	0.18	0.19
Crit Moves:						****	****					****
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.47	0.47	0.00	0.17	0.17
Volume/Cap:	0.30	0.13	0.02	0.46	0.12	1.12	1.12	0.78	0.51	0.78	1.03	1.12
Delay/Veh:	18.4	16.7	15.8	20.2	16.7	101.4	103.7	24.9	19.2	330.4	85.2	133.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	16.7	15.8	20.2	16.7	101.4	103.7	24.9	19.2	330.4	85.2	133.0
LOS by Move:	B	B	B	C	B	F	F	C	B	F	F	F
HCM2kAvgQ:	3	2	0	6	2	38	30	19	8	1	16	17

Note: Queue reported is the number of cars per lane.

CUMULATIVE + PROJECT TRAFFIC CONDITIONS (TRAFFIX)

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Scenario Report

Scenario:	Cum+Project AM
Command:	Cum+Project AM
Volume:	Cumulative AM
Geometry:	Existing AM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Cum+Project AM

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	325.0	1.898	F	327.6	1.912	+ 2.611 D/V
# 2 Sunset Avenue & Pintail Drive	C	25.9	0.455	C	27.8	0.447	+ 1.961 D/V
# 3 Sunset Avenue & Rio Vista Road	F	146.2	1.363	F	148.5	1.375	+ 2.249 D/V
# 4 Emperor Drive & Pintail Drive	B	11.1	0.509	B	11.7	0.549	+ 0.041 V/C
# 5 Emperor Drive & Rio Vista Road	F	151.0	1.405	F	155.1	1.424	+ 4.098 D/V
# 6 Woodlark Drive & Pintail Drive	A	9.1	0.356	A	9.5	0.403	+ 0.047 V/C
# 7 Woodlark Drive & Rio Vista Roa	F	157.6	0.000	F	179.9	0.000	+22.271 D/V
# 8 Fulmar Drive & Pintail Drive	A	7.8	0.162	A	8.1	0.210	+ 0.049 V/C
# 9 Fulmar Drive/Driveway & Peters	A	7.0	0.050	A	7.4	0.116	+ 0.066 V/C
# 10 Walters Road & Air Base Parkwa	F	282.3	1.777	F	293.8	1.809	+11.476 D/V
# 11 Walters Road & East Tabor Aven	C	24.6	0.704	C	31.8	0.741	+ 7.234 D/V
# 12 Walters Road & Bella Vista Dri	C	25.8	0.668	C	27.4	0.715	+ 1.620 D/V
# 13 Walters Road & Pintail Drive	F	309.3	0.000	F	520.8	0.000	+211.501 D/V
# 14 Walters Road & Montebello Driv	B	13.7	0.535	C	24.2	0.588	+10.492 D/V
# 15 Walters Road & Petersen Road	A	4.4	0.472	A	7.2	0.516	+ 2.803 D/V
# 16 Walters Road & Main Driveway	A	0.3	0.427	B	10.9	0.621	+10.517 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	C	16.2	0.000	+16.187 D/V
# 18 Walters Road & Rio Vista Road	F	132.2	1.341	F	154.3	1.415	+22.115 D/V

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.912
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 327.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	98	108	40	84	760	265	1300	18	182	3222	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	98	108	40	84	760	265	1300	18	182	3222	64
Added Vol:	0	0	13	5	0	0	0	13	0	12	12	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	98	121	45	84	760	265	1313	18	194	3234	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	91	107	132	49	91	826	288	1427	20	211	3515	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	107	132	49	91	826	288	1427	20	211	3515	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	107	132	49	91	826	288	1427	20	211	3515	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	3432	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.08	0.03	0.05	0.52	0.08	0.40	0.01	0.12	0.99	0.05
Crit Moves:			****			****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.27	0.27	0.27	0.04	0.44	0.44	0.13	0.52	0.52
Volume/Cap:	1.19	1.32	1.91	0.10	0.18	1.91	1.91	0.93	0.03	0.93	1.91	0.09
Delay/Veh:	209.6	254	507.3	27.3	28.0	455.3	481.9	36.8	16.2	83.2	436	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	209.6	254	507.3	27.3	28.0	455.3	481.9	36.8	16.2	83.2	436	12.1
LOS by Move:	F	F	F	C	C	F	F	D	B	F	F	B
HCM2kAvgQ:	7	9	13	1	2	74	15	26	0	10	164	1

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	75	366	41	159	438	90	45	27	63	104	76	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	366	41	159	438	90	45	27	63	104	76	233
Added Vol:	4	5	0	0	5	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	371	41	159	443	90	45	27	68	104	76	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	391	43	167	466	95	47	28	72	109	80	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	391	43	167	466	95	47	28	72	109	80	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	391	43	167	466	95	47	28	72	109	80	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.91	0.91	0.45	0.88	0.88	0.68	0.87	0.87
Lanes:	1.00	1.80	0.20	1.00	1.66	0.34	1.00	0.28	0.72	1.00	0.25	0.75
Final Sat.:	1769	3138	347	1769	2867	582	858	473	1190	1283	406	1245
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.09	0.16	0.16	0.06	0.06	0.06	0.09	0.20	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.20	0.20	0.23	0.32	0.32	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.43	0.62	0.62	0.41	0.51	0.51	0.11	0.13	0.13	0.18	0.41	0.41
Delay/Veh:	43.1	38.3	38.3	33.4	28.0	28.0	14.4	14.5	14.5	14.9	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	38.3	38.3	33.4	28.0	28.0	14.4	14.5	14.5	14.9	17.2	17.2
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	7	7	5	8	8	1	2	2	2	7	7

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.375
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	148.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	85	36	13		97	57	550		330	1001	52		43	2781	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	36	13		97	57	550		330	1001	52		43	2781	160	
Added Vol:	0	0	3		14	0	0		0	35	0		2	34	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	36	16		111	57	550		330	1036	52		45	2815	174	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	90	38	17		118	61	585		351	1102	55		48	2995	185	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	38	17		118	61	585		351	1102	55		48	2995	185	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	38	17		118	61	585		351	1102	55		48	2995	185	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.95	0.95	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.32	0.68	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2382	1223	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.02	0.01		0.05	0.05	0.21		0.10	0.31	0.03		0.03	0.85	0.12	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.04	0.04	0.04		0.15	0.15	0.15		0.07	0.63	0.63		0.06	0.62	0.62	
Volume/Cap:	1.37	0.55	0.29		0.32	0.32	1.37		1.37	0.49	0.06		0.49	1.37	0.19	
Delay/Veh:	287.6	56.7	49.6		38.1	38.1	225.4		237.8	9.9	6.9		49.7	191	8.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	287.6	56.7	49.6		38.1	38.1	225.4		237.8	9.9	6.9		49.7	191	8.5	
LOS by Move:	F	E	D		D	D	F		F	A	A		D	F	A	
HCM2kAvgQ:	8	2	1		3	3	23		14	9	1		2	101	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	45	17	72		4	50	46		24	123	39		94	205	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	17	72		4	50	46		24	123	39		94	205	4	
Added Vol:	0	0	0		1	0	0		0	21	0		0	20	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	17	72		5	50	46		24	144	39		94	225	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	53	20	84		6	59	54		28	169	46		110	263	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	20	84		6	59	54		28	169	46		110	263	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	20	84		6	59	54		28	169	46		110	263	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.33	0.13	0.54		0.05	0.49	0.46		0.12	0.69	0.19		0.29	0.69	0.02	
Final Sat.:	204	77	326		29	293	269		78	467	127		200	480	11	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.26	0.26		0.20	0.20	0.20		0.36	0.36	0.36		0.55	0.55	0.55	
Crit Moves:		****			****					****				****		
Delay/Veh:	10.0	10.0	10.0		9.6	9.6	9.6		10.7	10.7	10.7		13.6	13.6	13.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.0	10.0	10.0		9.6	9.6	9.6		10.7	10.7	10.7		13.6	13.6	13.6	
LOS by Move:	B	B	B		A	A	A		B	B	B		B	B	B	
ApproachDel:	10.0				9.6				10.7				13.6			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.0				9.6				10.7				13.6			
LOS by Appr:	B				A				B				B			
AllWayAvgQ:	0.3	0.3	0.3		0.2	0.2	0.2		0.5	0.5	0.5		1.1	1.1	1.1	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.424
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 155.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	352	23	55		23	15	243		96	857	139		86	2542	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	352	23	55		23	15	243		96	857	139		86	2542	27	
Added Vol:	0	0	13		0	0	0		0	52	0		12	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	352	23	68		23	15	243		96	909	139		98	2592	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	371	24	72		24	16	256		101	957	146		103	2728	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	24	72		24	16	256		101	957	146		103	2728	28	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	24	72		24	16	256		101	957	146		103	2728	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.42	0.98	0.83		0.73	0.84	0.84		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.06	0.94		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	793	1862	1583		1395	93	1506		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.01	0.05		0.02	0.17	0.17		0.06	0.27	0.09		0.06	0.77	0.02	
Crit Moves:	****								****					****		
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.04	0.48	0.48		0.10	0.54	0.54	
Volume/Cap:	1.42	0.04	0.14		0.05	0.52	0.52		1.42	0.57	0.19		0.57	1.42	0.03	
Delay/Veh:	245.2	22.9	23.8		23.0	28.1	28.1		302.5	19.1	15.1		46.8	217	10.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	245.2	22.9	23.8		23.0	28.1	28.1		302.5	19.1	15.1		46.8	217	10.7	
LOS by Move:	F	C	C		C	C	C		F	B	B		D	F	B	
HCM2kAvgQ:	27	0	2		1	7	7		9	11	3		4	96	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 0	0 0		0	0 0	1 0		0	1 0	0 0	
Volume Module:																
Base Vol:	17	0	18		0	0	0		0	153	21		71	197	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	0	18		0	0	0		0	153	21		71	197	0	
Added Vol:	0	0	0		0	0	0		0	34	0		0	32	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	0	18		0	0	0		0	187	21		71	229	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	19	0	20		0	0	0		0	208	23		79	254	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	0	20		0	0	0		0	208	23		79	254	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	19	0	20		0	0	0		0	208	23		79	254	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.00	0.51		0.00	0.00	0.00		0.00	0.90	0.10		0.24	0.76	0.00	
Final Sat.:	328	0	347		0	0	0		0	741	83		196	631	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.28	0.28		0.40	0.40	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.1	0.0	8.1		0.0	0.0	0.0		0.0	8.9	8.9		10.1	10.1	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.1	0.0	8.1		0.0	0.0	0.0		0.0	8.9	8.9		10.1	10.1	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		B	B	*	
ApproachDel:	8.1				xxxxxx					8.9				10.1		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.1				xxxxxx					8.9				10.1		
LOS by Appr:	A				*					A				B		
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.4	0.4	0.4		0.6	0.6	0.6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: F[179.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	0	2	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		145		0	935		0		0	2510		60							
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00							
Initial Bse:	0	0	0	0	0		145		0	935		0		0	2510		60							
Added Vol:	0	0	0	0	0		0		0	65		0		0	62		0							
PasserByVol:	0	0	0	0	0		0		0	0		0		0	0		0							
Initial Fut:	0	0	0	0	0		145		0	1000		0		0	2572		60							
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00							
PHF Adj:	0.94	0.94	0.94	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94							
PHF Volume:	0	0	0	0	0		154		0	1064		0		0	2736		64							
Reduct Vol:	0	0	0	0	0		0		0	0		0		0	0		0							
FinalVolume:	0	0	0	0	0		154		0	1064		0		0	2736		64							
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		1368	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx		1.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx											
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		8.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		179.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx											
LOS by Move:	*	*	*	*	*		F	*	*	*	*	*	*											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			179.9			xxxxxx			xxxxxx														
ApproachLOS:	*			F			*			*														

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.210
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	26	0	13	0	0		0	0	106	19	2		92	0										
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00											
Initial Bse:	26	0	13	0	0		0	0	106	19	2		92	0										
Added Vol:	36	0	0	0	0		0	0	0	37	0		0	0										
PasserByVol:	0	0	0	0	0		0	0	0	0	0		0	0										
Initial Fut:	62	0	13	0	0		0	0	106	56	2		92	0										
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
PHF Adj:	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	0.88	0.88		0.88	0.88										
PHF Volume:	70	0	15	0	0		0	0	120	64	2		105	0										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
Reduced Vol:	70	0	15	0	0		0	0	120	64	2		105	0										
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
FinalVolume:	70	0	15	0	0		0	0	120	64	2		105	0										
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00											
Lanes:	0.83	0.00	0.17	0.00	0.00		0.00	0.65	0.35	0.02	0.98		0.00											
Final Sat.:	618	0	130	0	0		0	573	303	17	800		0											
Capacity Analysis Module:																								
Vol/Sat:	0.11	xxxx	0.11	xxxx	xxxx		xxxx	xxxx	0.21	0.21	0.13		0.13	xxxx										
Crit Moves:	****									****			****											
Delay/Veh:	8.1	0.0	8.1	0.0	0.0		0.0	0.0	8.1	8.1	7.9		7.9	0.0										
Delay Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
AdjDel/Veh:	8.1	0.0	8.1	0.0	0.0		0.0	0.0	8.1	8.1	7.9		7.9	0.0										
LOS by Move:	A	*	A	*	*		*	*	A	A	A		A	*										
ApproachDel:	8.1			xxxxxx					8.1				7.9											
Delay Adj:	1.00			xxxxx					1.00				1.00											
ApprAdjDel:	8.1			xxxxxx					8.1				7.9											
LOS by Appr:	A			*					A				A											
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0		0.3	0.3	0.3	0.1	0.1		0.1											

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.116
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0		36	0	0		0	0	0		0	0	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		36	0	0		0	0	0		0	0	27	
Added Vol:	0	46	23		0	48	0		0	0	0		8	0	0	
PasserByVol:	0	1	0		-1	1	0		0	0	0		0	0	-1	
Initial Fut:	0	47	23		35	49	0		0	0	0		8	0	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	55	27		41	58	0		0	0	0		9	0	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	55	27		41	58	0		0	0	0		9	0	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	55	27		41	58	0		0	0	0		9	0	31	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.67	0.33		0.42	0.58	0.00		0.00	0.00	0.00		0.24	0.00	0.76	
Final Sat.:	0	611	299		356	498	0		0	0	0		210	0	681	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.09	0.09		0.12	0.12	xxxx		xxxx	xxxx	xxxx		0.04	xxxx	0.04	
Crit Moves:			****		****								****			
Delay/Veh:	0.0	7.3	7.3		7.7	7.7	0.0		0.0	0.0	0.0		7.1	0.0	7.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.3	7.3		7.7	7.7	0.0		0.0	0.0	0.0		7.1	0.0	7.1	
LOS by Move:	*	A	A		A	A	*		*	*	*		A	*	A	
ApproachDel:	7.3				7.7				xxxxxx				7.1			
Delay Adj:	1.00				1.00				xxxxx				1.00			
ApprAdjDel:	7.3				7.7				xxxxxx				7.1			
LOS by Appr:	A				A				*				A			
AllWayAvgQ:	0.1	0.1	0.1		0.1	0.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	1.809
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	293.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	2	0	2	0 1
Volume Module:																
Base Vol:	309	106	771		97	625	609		137	1284	223		529	1050	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	309	106	771		97	625	609		137	1284	223		529	1050	12	
Added Vol:	5	0	75		0	0	0		0	0	5		78	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	314	106	846		97	625	609		137	1284	228		607	1050	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	349	118	940		108	694	677		152	1427	253		674	1167	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	349	118	940		108	694	677		152	1427	253		674	1167	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	349	118	940		108	694	677		152	1427	253		674	1167	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.91	0.91		0.93	0.93	0.83		0.90	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.51	0.49		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	873	851		1769	3538	1583		3432	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.06	0.59		0.06	0.80	0.80		0.09	0.40	0.16		0.20	0.33	0.01	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.50	0.50		0.05	0.44	0.44		0.07	0.22	0.22		0.11	0.26	0.26	
Volume/Cap:	1.81	0.13	1.19		1.19	1.81	1.81		1.25	1.81	0.72		1.81	1.25	0.03	
Delay/Veh:	428.6	13.5	124.7		203.4	397	397.5		211.7	408	42.9		419.3	160	27.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	428.6	13.5	124.7		203.4	397	397.5		211.7	408	42.9		419.3	160	27.4	
LOS by Move:	F	B	F		F	F	F		F	F	D		F	F	C	
HCM2kAvgQ:	31	2	50		8	117	117		11	65	9		31	37	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	2	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	110	872	45		123	956	298		232	6	102		82	4	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	872	45		123	956	298		232	6	102		82	4	82	
Added Vol:	10	80	7		0	84	0		0	0	10		8	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	120	952	52		123	1040	298		232	6	112		90	4	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	135	1070	58		138	1169	335		261	7	126		101	4	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	1070	58		138	1169	335		261	7	126		101	4	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	1070	58		138	1169	335		261	7	126		101	4	92	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.90	0.90		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.90	0.10		1.00	1.55	0.45		2.00	0.05	0.95		1.00	0.05	0.95	
Final Sat.:	1769	3328	182		1769	2659	762		3432	81	1516		1769	74	1522	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.32	0.32		0.08	0.44	0.44		0.08	0.08	0.08		0.06	0.06	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.55	0.55		0.07	0.51	0.51		0.14	0.15	0.15		0.11	0.12	0.12	
Volume/Cap:	0.69	0.58	0.58		1.12	0.86	0.86		0.54	0.55	0.55		0.52	0.50	0.50	
Delay/Veh:	53.1	15.4	15.4		162.0	26.1	26.1		41.3	42.2	42.2		44.5	43.4	43.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.1	15.4	15.4		162.0	26.1	26.1		41.3	42.2	42.2		44.5	43.4	43.4	
LOS by Move:	D	B	B		F	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	5	12	12		9	24	24		5	5	5		4	3	3	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	684	57		57	1027	56		170	28	28		182	15	173	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	684	57		57	1027	56		170	28	28		182	15	173	
Added Vol:	4	97	9		0	102	0		0	0	4		9	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	781	66		57	1129	56		170	28	32		191	15	173	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	4	868	73		63	1254	62		189	31	36		212	17	192	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	868	73		63	1254	62		189	31	36		212	17	192	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	868	73		63	1254	62		189	31	36		212	17	192	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.92	0.92		0.93	0.93	0.93		0.94	0.94	0.83	
Lanes:	1.00	1.84	0.16		1.00	1.91	0.09		0.74	0.12	0.14		0.93	0.07	1.00	
Final Sat.:	1769	3223	272		1769	3347	166		1302	214	245		1650	130	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.04	0.37	0.37		0.15	0.15	0.15		0.13	0.13	0.12	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.00	0.44	0.44		0.05	0.49	0.49		0.23	0.23	0.23		0.20	0.20	0.20	
Volume/Cap:	xxxx	0.61	0.61		0.72	0.76	0.76		0.63	0.63	0.63		0.64	0.64	0.61	
Delay/Veh:	0.0	22.2	22.2		71.1	22.9	22.9		37.9	37.9	37.9		40.7	40.7	39.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	22.2	22.2		71.1	22.9	22.9		37.9	37.9	37.9		40.7	40.7	39.8	
LOS by Move:	A	C	C		E	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	1	12	12		3	19	19		8	8	8		7	7	6	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 33.7 Worst Case Level Of Service: F[520.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0
Volume Module:																		
Base Vol:	35	654	0	0	1155	82	87	0	61	0	0	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	35	654	0	0	1155	82	87	0	61	0	0	0						
Added Vol:	0	110	0	0	115	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	35	764	0	0	1270	82	87	0	61	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
PHF Volume:	38	830	0	0	1380	89	95	0	66	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	38	830	0	0	1380	89	95	0	66	0	0	0						
Critical Gap Module:																		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx	1916	2332	735	xxxx	xxxx	xxxxx						
Potent Cap.:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	36	362	xxxx	xxxx	xxxxx						
Move Cap.:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	33	362	xxxx	xxxx	xxxxx						
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	1.70	0.00	0.18	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*						
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	85	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	521	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx			520.8			xxxxxx								
ApproachLOS:	*			*			F			*								

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1	0
Volume Module:																		
Base Vol:	4	612	40	61	1140	15	24	0	24	149	0	53						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	4	612	40	61	1140	15	24	0	24	149	0	53						
Added Vol:	0	110	9	0	115	0	0	0	0	9	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	4	722	49	61	1255	15	24	0	24	158	0	53						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91						
PHF Volume:	4	793	54	67	1379	16	26	0	26	174	0	58						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	4	793	54	67	1379	16	26	0	26	174	0	58						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	4	793	54	67	1379	16	26	0	26	174	0	58						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.93	0.92	0.92	0.93	0.93	0.93	0.78	1.00	0.78	0.67	1.00	0.83						
Lanes:	1.00	1.87	0.13	1.00	1.98	0.02	0.50	0.00	0.50	1.00	0.00	1.00						
Final Sat.:	1769	3280	223	1769	3489	42	741	0	741	1268	0	1583						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.24	0.24	0.04	0.40	0.40	0.04	0.00	0.04	0.14	0.00	0.04						
Crit Moves:	****				****					****								
Green/Cycle:	0.01	0.41	0.41	0.08	0.49	0.49	0.42	0.00	0.42	0.42	0.00	0.42						
Volume/Cap:	0.25	0.59	0.59	0.47	0.81	0.81	0.08	0.00	0.08	0.33	0.00	0.09						
Delay/Veh:	56.4	23.6	23.6	46.5	24.4	24.4	17.5	0.0	17.5	19.8	0.0	17.5						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	56.4	23.6	23.6	46.5	24.4	24.4	17.5	0.0	17.5	19.8	0.0	17.5						
LOS by Move:	E	C	C	D	C	C	B	A	B	B	A	B						
HCM2kAvgQ:	0	11	11	3	21	21	1	0	1	4	0	1						

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	1	0	0	1
Volume Module:																	
Base Vol:	9	641	104		55	1242	16		4	7	25		40	2	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	641	104		55	1242	16		4	7	25		40	2	11	
Added Vol:	0	96	2		0	117	7		23	0	0		2	1	0	
PasserByVol:	-1	0	0		0	0	0		0	0	-1		0	0	0	
Initial Fut:	8	737	106		55	1359	23		27	7	24		42	3	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	9	810	116		60	1493	25		30	8	26		46	3	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	810	116		60	1493	25		30	8	26		46	3	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	810	116		60	1493	25		30	8	26		46	3	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.13	0.93	0.83		0.31	0.93	0.83		0.85	0.85	0.85		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.93	0.24	0.83		0.93	0.07	1.00	
Final Sat.:	250	3538	1583		592	3538	1583		1509	391	1342		1660	119	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.07		0.10	0.42	0.02		0.02	0.02	0.02		0.03	0.03	0.01	
Crit Moves:						****				****			****			
Green/Cycle:	0.74	0.74	0.74		0.74	0.74	0.74		0.05	0.08	0.08		0.09	0.12	0.12	
Volume/Cap:	0.05	0.31	0.10		0.14	0.57	0.02		0.39	0.25	0.25		0.31	0.23	0.06	
Delay/Veh:	3.6	4.5	3.7		3.9	6.2	3.4		47.6	43.7	43.7		43.7	40.4	39.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.6	4.5	3.7		3.9	6.2	3.4		47.6	43.7	43.7		43.7	40.4	39.2	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	4	1		1	11	0		1	1	1		2	2	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	0	0	0
Volume Module:																	
Base Vol:	0	754	0		0	1307	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	754	0		0	1307	0		0	0	0		0	0	0	
Added Vol:	86	0	0		0	0	119		98	0	51		0	0	0	
PasserByVol:	30	-15	0		0	-10	9		14	0	23		0	0	0	
Initial Fut:	116	739	0		0	1297	128		112	0	74		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	126	803	0		0	1410	139		122	0	80		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	803	0		0	1410	139		122	0	80		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	803	0		0	1410	139		122	0	80		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.92	0.92		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.82	0.18		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	3178	314		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.00		0.00	0.44	0.44		0.07	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.11	0.83	0.00		0.00	0.71	0.71		0.11	0.00	0.11		0.00	0.00	0.00	
Volume/Cap:	0.62	0.27	0.00		0.00	0.62	0.62		0.62	0.00	0.46		0.00	0.00	0.00	
Delay/Veh:	48.0	1.9	0.0		0.0	7.8	7.8		48.5	0.0	43.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.0	1.9	0.0		0.0	7.8	7.8		48.5	0.0	43.5		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	5	3	0		0	13	13		5	0	3		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[16.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	1	1 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	754		0	0	1307		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	754		0	0	1307		0	0	0		0	0	0		0
Added Vol:	0	86		0	0	51		0	0	0		31	0	0		0
PasserByVol:	0	15		0	0	13		0	0	0		1	0	0		0
Initial Fut:	0	855		0	0	1371		0	0	0		32	0	0		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	929		0	0	1490		0	0	0		35	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	0	929		0	0	1490		0	0	0		35	0	0		0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		745	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		356	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		356	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.10	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.3	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		16.2	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*		C	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				16.2			xxxxxx					
ApproachLOS:	*			*				C			*					

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.415
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 154.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	340	125		5	218	37	1052		392	455		88	0	1258		237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	340	125		5	218	37	1052		392	455		88	0	1258		237
Added Vol:	0	13		0	7	12	62		65	0		0	0	0		8
PasserByVol:	0	0		0	9	0	5		10	-10		0	0	-5		5
Initial Fut:	340	138		5	234	49	1119		467	445		88	0	1253		250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93		0.93
PHF Volume:	366	148		5	252	53	1203		502	478		95	0	1347		269
Reduct Vol:	0	0		0	0	0	0		0	0		0	0	0		0
Reduced Vol:	366	148		5	252	53	1203		502	478		95	0	1347		269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
FinalVolume:	366	148		5	252	53	1203		502	478		95	0	1347		269
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.71	0.98	0.83		0.63	0.98	0.83		0.90	0.93	0.83		1.00	0.93		0.83
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00		1.00
Final Sat.:	1350	1862	1583		1197	1862	1583		3432	3538	1583		1900	3538		1583
Capacity Analysis Module:																
Vol/Sat:	0.27	0.08	0.00		0.21	0.03	0.76		0.15	0.14	0.06		0.00	0.38		0.17
Crit Moves:							****		****					****		
Green/Cycle:	0.54	0.54	0.54		0.54	0.54	0.54		0.10	0.37	0.37		0.00	0.27		0.27
Volume/Cap:	0.50	0.15	0.01		0.39	0.05	1.41		1.41	0.36	0.16		0.00	1.41		0.63
Delay/Veh:	15.2	11.7	10.7		13.9	11.0	216.7		247.4	22.9	21.1		0.0	229		35.2
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	15.2	11.7	10.7		13.9	11.0	216.7		247.4	22.9	21.1		0.0	229		35.2
LOS by Move:	B	B	B		B	B	F		F	C	C		A	F		D
HCM2kAvgQ:	7	2	0		5	1	81		19	6	2		0	49		8

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Scenario Report

Scenario:	Cum+Project PM
Command:	Cum+Project PM
Volume:	Cumulative PM
Geometry:	Existing PM (Timing)
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Wal-Mart
Paths:	Default Path
Routes:	Default Route
Configuration:	Cum+Project PM

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Marina Boulevard & Rio Vista R	F	239.0	1.576	F	250.0	1.614	+11.013 D/V
# 2 Sunset Avenue & Pintail Drive	B	19.7	0.524	C	21.1	0.523	+ 1.389 D/V
# 3 Sunset Avenue & Rio Vista Road	E	67.1	1.115	E	73.7	1.137	+ 6.581 D/V
# 4 Emperor Drive & Pintail Drive	B	14.0	0.616	C	15.7	0.687	+ 0.070 V/C
# 5 Emperor Drive & Rio Vista Road	F	80.1	1.201	F	91.6	1.247	+11.590 D/V
# 6 Woodlark Drive & Pintail Drive	A	9.5	0.409	B	10.5	0.488	+ 0.079 V/C
# 7 Woodlark Drive & Rio Vista Roa	C	19.8	0.000	C	22.0	0.000	+ 2.173 D/V
# 8 Fulmar Drive & Pintail Drive	A	8.1	0.208	A	8.6	0.288	+ 0.080 V/C
# 9 Fulmar Drive/Driveway & Peters	A	6.9	0.060	A	7.7	0.158	+ 0.097 V/C
# 10 Walters Road & Air Base Parkwa	F	317.5	1.859	F	336.2	1.910	+18.656 D/V
# 11 Walters Road & East Tabor Aven	C	34.6	0.891	D	39.7	0.949	+ 5.096 D/V
# 12 Walters Road & Bella Vista Dri	C	29.7	0.839	D	42.7	0.915	+12.966 D/V
# 13 Walters Road & Pintail Drive	F	OVRFL	0.000	F	OVRFL	0.000	+908.381 D/V
# 14 Walters Road & Montebello Driv	B	11.4	0.588	B	17.8	0.672	+ 6.382 D/V
# 15 Walters Road & Petersen Road	A	5.3	0.484	A	7.0	0.561	+ 1.694 D/V
# 16 Walters Road & Main Driveway	B	12.7	0.459	B	16.9	0.691	+ 4.168 D/V
# 17 Walters Road & South Driveway	A	0.0	0.000	B	14.7	0.000	+14.656 D/V
# 18 Walters Road & Rio Vista Road	E	63.7	1.089	F	93.2	1.247	+29.514 D/V

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Marina Boulevard & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.614
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 250.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	51	221	251		81	83	456		988	2925	32		152	1719	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	221	251		81	83	456		988	2925	32		152	1719	77	
Added Vol:	0	0	22		8	0	0		0	22	0		22	22	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	221	273		89	83	456		988	2947	32		174	1741	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	52	226	279		91	85	465		1008	3007	33		178	1777	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	226	279		91	85	465		1008	3007	33		178	1777	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	226	279		91	85	465		1008	3007	33		178	1777	87	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.93	0.98	0.83		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		1769	1862	1583		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.18		0.05	0.05	0.29		0.29	0.85	0.02		0.10	0.50	0.05	
Crit Moves:			****				****			****			****			
Green/Cycle:	0.11	0.11	0.11		0.18	0.18	0.18		0.22	0.53	0.53		0.06	0.37	0.37	
Volume/Cap:	0.27	1.11	1.61		0.28	0.25	1.61		1.35	1.61	0.04		1.61	1.35	0.15	
Delay/Veh:	41.6	141	346.0		35.7	35.4	332.8		206.2	303	11.5		361.1	195	21.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.6	141	346.0		35.7	35.4	332.8		206.2	303	11.5		361.1	195	21.0	
LOS by Move:	D	F	F		D	D	F		F	F	B		F	F	C	
HCM2kAvgQ:	2	13	23		3	2	37		35	122	0		15	60	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Sunset Avenue & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1 0		1	0 1	1 0		1	0 0	1 0		1	0 0	1 0	
Volume Module:																
Base Vol:	40	762	130		46	526	94		124	62	40		103	66	192	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	762	130		46	526	94		124	62	40		103	66	192	
Added Vol:	8	9	0		0	9	0		0	0	8		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	771	130		46	535	94		124	62	48		103	66	192	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	52	829	140		49	575	101		133	67	52		111	71	206	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	829	140		49	575	101		133	67	52		111	71	206	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52	829	140		49	575	101		133	67	52		111	71	206	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.91	0.91		0.44	0.92	0.92		0.64	0.87	0.87	
Lanes:	1.00	1.71	0.29		1.00	1.70	0.30		1.00	0.56	0.44		1.00	0.26	0.74	
Final Sat.:	1769	2961	499		1769	2943	517		838	981	760		1212	423	1230	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.28		0.03	0.20	0.20		0.16	0.07	0.07		0.09	0.17	0.17	
Crit Moves:		****			****									****		
Green/Cycle:	0.08	0.48	0.48		0.06	0.47	0.47		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.36	0.58	0.58		0.47	0.42	0.42		0.43	0.18	0.18		0.25	0.45	0.45	
Delay/Veh:	45.2	19.3	19.3		48.7	17.6	17.6		24.6	21.4	21.4		22.1	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.2	19.3	19.3		48.7	17.6	17.6		24.6	21.4	21.4		22.1	24.4	24.4	
LOS by Move:	D	B	B		D	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	12	12		2	7	7		4	2	2		2	7	7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Sunset Avenue & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 73.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	1 0	0 2		2	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	110	96	48		367	77	397		787	2514	135		99	1457	290	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	96	48		367	77	397		787	2514	135		99	1457	290	
Added Vol:	0	0	4		24	0	0		0	60	0		4	59	24	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	110	96	52		391	77	397		787	2574	135		103	1516	314	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	111	97	53		395	78	401		795	2600	136		104	1531	317	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	97	53		395	78	401		795	2600	136		104	1531	317	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	97	53		395	78	401		795	2600	136		104	1531	317	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	0.83		0.94	0.94	0.73		0.90	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.67	0.33	2.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1769	1862	1583		2987	588	2786		3432	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.03		0.13	0.13	0.14		0.23	0.73	0.09		0.06	0.43	0.20	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.06	0.06	0.06		0.13	0.13	0.13		0.24	0.65	0.65		0.05	0.45	0.45	
Volume/Cap:	1.14	0.94	0.60		1.04	1.04	1.14		0.95	1.14	0.13		1.14	0.95	0.44	
Delay/Veh:	179.9	117	57.3		98.0	98.0	134.2		57.5	85.3	6.9		183.2	39.0	19.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	179.9	117	57.3		98.0	98.0	134.2		57.5	85.3	6.9		183.2	39.0	19.0	
LOS by Move:	F	F	E		F	F	F		E	F	A		F	D	B	
HCM2kAvgQ:	8	6	3		13	13	14		17	65	2		7	29	7	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Emperor Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0		0	0 1!	0 0	
Volume Module:																
Base Vol:	79	73	162		5	35	33		58	243	77		58	170	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	79	73	162		5	35	33		58	243	77		58	170	4	
Added Vol:	0	0	0		2	0	0		0	35	0		0	35	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	73	162		7	35	33		58	278	77		58	205	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	83	77	171		7	37	35		61	293	81		61	216	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	77	171		7	37	35		61	293	81		61	216	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	83	77	171		7	37	35		61	293	81		61	216	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.23	0.52		0.09	0.47	0.44		0.14	0.67	0.19		0.22	0.76	0.02	
Final Sat.:	149	137	305		45	223	210		89	426	118		125	443	13	
Capacity Analysis Module:																
Vol/Sat:	0.56	0.56	0.56		0.17	0.17	0.17		0.69	0.69	0.69		0.49	0.49	0.49	
Crit Moves:			****		****						****		****			
Delay/Veh:	14.9	14.9	14.9		10.3	10.3	10.3		18.7	18.7	18.7		13.7	13.7	13.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.9	14.9	14.9		10.3	10.3	10.3		18.7	18.7	18.7		13.7	13.7	13.7	
LOS by Move:	B	B	B		B	B	B		C	C	C		B	B	B	
ApproachDel:	14.9				10.3				18.7				13.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	14.9				10.3				18.7				13.7			
LOS by Appr:	B				B				C				B			
AllWayAvgQ:	1.0	1.0	1.0		0.1	0.1	0.1		1.8	1.8	1.8		0.8	0.8	0.8	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Emperor Drive & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.247
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 91.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	287	36	152		22	20	154		313	2565	393		58	1368	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	287	36	152		22	20	154		313	2565	393		58	1368	27	
Added Vol:	0	0	22		0	0	0		0	88	0		22	87	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	287	36	174		22	20	154		313	2653	393		80	1455	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	296	37	179		23	21	159		323	2735	405		82	1500	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	37	179		23	21	159		323	2735	405		82	1500	28	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	296	37	179		23	21	159		323	2735	405		82	1500	28	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.49	0.98	0.83		0.72	0.85	0.85		0.93	0.93	0.83		0.93	0.93	0.83	
Lanes:	1.00	1.00	1.00		1.00	0.11	0.89		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	940	1862	1583		1374	186	1429		1769	3538	1583		1769	3538	1583	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.02	0.11		0.02	0.11	0.11		0.18	0.77	0.26		0.05	0.42	0.02	
Crit Moves:	****									****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.20	0.62	0.62		0.04	0.46	0.46	
Volume/Cap:	1.25	0.08	0.45		0.07	0.44	0.44		0.92	1.25	0.41		1.25	0.92	0.04	
Delay/Veh:	178.5	28.6	32.3		28.5	32.2	32.2		68.5	134	10.0		239.0	34.4	14.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	178.5	28.6	32.3		28.5	32.2	32.2		68.5	134	10.0		239.0	34.4	14.9	
LOS by Move:	F	C	C		C	C	C		E	F	A		F	C	B	
HCM2kAvgQ:	19	1	5		1	5	5		14	80	6		7	27	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Woodlark Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1!	0		0	0 0	0 0		0	0 0	1 0		0	1 0	0 0	
Volume Module:																
Base Vol:	31	0	14		0	0	0		0	266	75		43	172	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	0	14		0	0	0		0	266	75		43	172	0	
Added Vol:	0	0	0		0	0	0		0	57	0		0	56	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	0	14		0	0	0		0	323	75		43	228	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	32	0	14		0	0	0		0	333	77		44	235	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	0	14		0	0	0		0	333	77		44	235	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	0	14		0	0	0		0	333	77		44	235	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.00	0.31		0.00	0.00	0.00		0.00	0.81	0.19		0.16	0.84	0.00	
Final Sat.:	426	0	193		0	0	0		0	683	158		125	664	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	xxxx	0.07		xxxx	xxxx	xxxx		xxxx	0.49	0.49		0.35	0.35	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.6	0.0	8.6		0.0	0.0	0.0		0.0	11.1	11.1		9.9	9.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.6	0.0	8.6		0.0	0.0	0.0		0.0	11.1	11.1		9.9	9.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	B	B		A	A	*	
ApproachDel:	8.6				xxxxxx					11.1				9.9		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.6				xxxxxx					11.1				9.9		
LOS by Appr:	A				*					B				A		
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.9	0.9	0.9		0.5	0.5	0.5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Woodlark Drive & Rio Vista Road (SR-12)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[22.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	1	0 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	145	0	2739	0	0	1348	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	145	0	2739	0	0	1348	147
Added Vol:	0	0	0	0	0	0	0	110	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	145	0	2849	0	0	1457	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	0	148	0	2907	0	0	1487	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	148	0	2907	0	0	1487	150
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	357	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	357	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Fulmar Drive & Pintail Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	20	0	12	0	0	0	0	141	37	21	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	12	0	0	0	0	141	37	21	130	0
Added Vol:	63	0	0	0	0	0	0	0	63	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	12	0	0	0	0	141	100	21	130	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	86	0	12	0	0	0	0	145	103	22	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	12	0	0	0	0	145	103	22	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	12	0	0	0	0	145	103	22	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.00	0.13	0.00	0.00	0.00	0.00	0.59	0.41	0.14	0.86	0.00
Final Sat.:	609	0	88	0	0	0	0	504	358	110	680	0
Capacity Analysis Module:												
Vol/Sat:	0.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	0.29	0.29	0.20	0.20	xxxx
Crit Moves:			****						****		****	
Delay/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	8.7	8.7	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	0.0	8.6	0.0	0.0	0.0	0.0	8.7	8.7	8.5	8.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.6			xxxxxx			8.7			8.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.6			xxxxxx			8.7			8.5		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Fulmar Drive/Driveway & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	0	1	0	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	0	0	28	0	0	0	0	0	0	0	57	0	0	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	0	0	0	0	0	0	57	0	0	0	57
Added Vol:	0	80	41	0	81	0	0	0	0	13	0	0	0	0	0	0
PasserByVol:	0	4	0	-3	3	0	0	0	0	0	0	-4	0	0	0	0
Initial Fut:	0	84	41	25	84	0	0	0	0	13	0	53	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	93	46	28	93	0	0	0	0	14	0	59	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	93	46	28	93	0	0	0	0	14	0	59	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	93	46	28	93	0	0	0	0	14	0	59	0	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	0.23	0.77	0.00	0.00	0.00	0.00	0.20	0.00	0.80	0.00	0.00	0.00	0.00
Final Sat.:	0	592	289	190	640	0	0	0	0	168	0	683	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.16	0.16	0.15	0.15	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.09	xxxx	xxxx	xxxx	xxxx
Crit Moves:			****		****							****				
Delay/Veh:	0.0	7.7	7.7	8.0	8.0	0.0	0.0	0.0	0.0	7.4	0.0	7.4	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	8.0	8.0	0.0	0.0	0.0	0.0	7.4	0.0	7.4	0.0	0.0	0.0	0.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A	*	*	*	*
ApproachDel:	7.7			8.0		xxxxxx			7.4				xxxxxx			
Delay Adj:	1.00			1.00		xxxxx			1.00				xxxxx			
ApprAdjDel:	7.7			8.0		xxxxxx			7.4				xxxxxx			
LOS by Appr:	A			A		*			A				*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1		0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Walters Road & Air Base Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.910
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 336.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Walters Road								Air Base Parkway							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	302	496	827	117	610	649	166	1390	349	940	1656	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	302	496	827	117	610	649	166	1390	349	940	1656	59				
Added Vol:	9	0	131	0	0	0	0	0	9	133	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	311	496	958	117	610	649	166	1390	358	1073	1656	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
PHF Volume:	324	517	998	122	635	676	173	1448	373	1118	1725	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	324	517	998	122	635	676	173	1448	373	1118	1725	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	324	517	998	122	635	676	173	1448	373	1118	1725	61				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.98	0.83	0.93	0.90	0.90	0.93	0.93	0.83	0.90	0.93	0.83				
Lanes:	1.00	1.00	1.00	1.00	0.48	0.52	1.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	1769	1862	1583	1769	833	886	1769	3538	1583	3432	3538	1583				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.28	0.63	0.07	0.76	0.76	0.10	0.41	0.24	0.33	0.49	0.04				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.10	0.45	0.45	0.05	0.40	0.40	0.06	0.21	0.21	0.17	0.32	0.32				
Volume/Cap:	1.91	0.62	1.41	1.41	1.91	1.91	1.52	1.91	1.10	1.91	1.52	0.12				
Delay/Veh:	476.1	22.7	221.5	288.1	445	445.2	321.0	454	117.7	457.5	273	24.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	476.1	22.7	221.5	288.1	445	445.2	321.0	454	117.7	457.5	273	24.1				
LOS by Move:	F	C	F	F	F	F	F	F	F	F	F	C				
HCM2kAvgQ:	30	13	67	10	117	117	14	69	20	52	67	1				

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Walters Road & East Tabor Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	148	1102	152		255	1127	517		443	3	106		56	3	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	148	1102	152		255	1127	517		443	3	106		56	3	80	
Added Vol:	17	140	13		0	141	0		0	0	18		13	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	165	1242	165		255	1268	517		443	3	124		69	3	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	172	1294	172		266	1321	539		461	3	129		72	3	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	1294	172		266	1321	539		461	3	129		72	3	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	172	1294	172		266	1321	539		461	3	129		72	3	83	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.89	0.89		0.90	0.84	0.84		0.93	0.84	0.84	
Lanes:	1.00	1.77	0.23		1.00	1.42	0.58		2.00	0.02	0.98		1.00	0.04	0.96	
Final Sat.:	1769	3067	407		1769	2405	981		3432	38	1553		1769	58	1534	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.42	0.42		0.15	0.55	0.55		0.13	0.08	0.08		0.04	0.05	0.05	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.50	0.50		0.18	0.58	0.58		0.14	0.13	0.13		0.07	0.06	0.06	
Volume/Cap:	0.95	0.84	0.84		0.84	0.95	0.95		0.95	0.62	0.62		0.62	0.95	0.95	
Delay/Veh:	96.6	25.2	25.2		57.5	30.4	30.4		70.9	46.6	46.6		55.6	124	124.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	96.6	25.2	25.2		57.5	30.4	30.4		70.9	46.6	46.6		55.6	124	124.3	
LOS by Move:	F	C	C		E	C	C		E	D	D		E	F	F	
HCM2kAvgQ:	9	23	23		11	34	34		11	5	5		3	5	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Walters Road & Bella Vista Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	46	1112	254		176	939	174		164	26	30		171	13	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	1112	254		176	939	174		164	26	30		171	13	126	
Added Vol:	7	170	15		0	172	0		0	0	7		15	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	1282	269		176	1111	174		164	26	37		186	13	126	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	56	1349	283		185	1169	183		173	27	39		196	14	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	1349	283		185	1169	183		173	27	39		196	14	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	1349	283		185	1169	183		173	27	39		196	14	133	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.91	0.91		0.93	0.91	0.91		0.92	0.92	0.92		0.94	0.94	0.83	
Lanes:	1.00	1.65	0.35		1.00	1.73	0.27		0.73	0.11	0.16		0.93	0.07	1.00	
Final Sat.:	1769	2848	598		1769	2998	469		1270	201	286		1662	116	1583	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.47	0.47		0.10	0.39	0.39		0.14	0.14	0.14		0.12	0.12	0.08	
Crit Moves:		****			****					****				****		
Green/Cycle:	0.02	0.48	0.48		0.14	0.61	0.61		0.14	0.14	0.14		0.15	0.15	0.15	
Volume/Cap:	1.58	0.99	0.99		0.75	0.64	0.64		0.97	0.97	0.97		0.79	0.79	0.56	
Delay/Veh:	408.9	44.7	44.7		53.2	13.1	13.1		91.9	91.9	91.9		55.1	55.1	42.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	408.9	44.7	44.7		53.2	13.1	13.1		91.9	91.9	91.9		55.1	55.1	42.4	
LOS by Move:	F	D	D		D	B	B		F	F	F		E	E	D	
HCM2kAvgQ:	6	33	33		7	14	14		12	12	12		8	8	5	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Walters Road & Pintail Drive

Average Delay (sec/veh): 136.3 Worst Case Level Of Service: F[1955.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	77	1273	0	0	1026	114	139	0	76	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	77	1273	0	0	1026	114	139	0	76	0	0	0				
Added Vol:	0	192	0	0	195	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	77	1465	0	0	1221	114	139	0	76	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
PHF Volume:	80	1526	0	0	1272	119	145	0	79	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	80	1526	0	0	1272	119	145	0	79	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1391	xxxx	xxxxx	xxxx	xxxx	xxxxx	2255	3018	695	xxxx	xxxx	xxxxx				
Potent Cap.:	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	35	13	384	xxxx	xxxx	xxxxx				
Move Cap.:	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	11	384	xxxx	xxxx	xxxxx				
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	4.74	0.00	0.21	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	45	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1956	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			1955.8			xxxxxx						
ApproachLOS:	*			*			F			*						

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Walters Road & Montebello Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	25	1239	138		88	974	40		26	2	12		91	4	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1239	138		88	974	40		26	2	12		91	4	85	
Added Vol:	0	192	15		0	195	0		0	0	0		15	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	1431	153		88	1169	40		26	2	12		106	4	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	26	1491	159		92	1218	42		27	2	13		110	4	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	1491	159		92	1218	42		27	2	13		110	4	89	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	1491	159		92	1218	42		27	2	13		110	4	89	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.92	0.92		0.93	0.93	0.93		0.77	0.77	0.77		0.70	0.70	0.83	
Lanes:	1.00	1.81	0.19		1.00	1.93	0.07		0.65	0.05	0.30		0.96	0.04	1.00	
Final Sat.:	1769	3148	337		1769	3404	116		946	73	437		1281	48	1583	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.47		0.05	0.36	0.36		0.03	0.03	0.03		0.09	0.09	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.06	0.58	0.58		0.12	0.65	0.65		0.20	0.20	0.20		0.20	0.20	0.20	
Volume/Cap:	0.25	0.82	0.82		0.43	0.55	0.55		0.14	0.14	0.14		0.43	0.43	0.28	
Delay/Veh:	46.0	19.5	19.5		42.2	9.8	9.8		33.2	33.2	33.2		36.1	36.1	34.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.0	19.5	19.5		42.2	9.8	9.8		33.2	33.2	33.2		36.1	36.1	34.4	
LOS by Move:	D	B	B		D	A	A		C	C	C		D	D	C	
HCM2kAvgQ:	1	23	23		3	11	11		1	1	1		4	4	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Walters Road & Petersen Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		0	1 0	1 0		0	1 0	0 1	
Volume Module:																
Base Vol:	39	1334	91		73	990	14		9	6	13		55	4	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	1334	91		73	990	14		9	6	13		55	4	59	
Added Vol:	0	168	3		0	198	12		40	1	0		4	1	0	
PasserByVol:	-4	0	0		0	0	0		0	0	-3		0	0	0	
Initial Fut:	35	1502	94		73	1188	26		49	7	10		59	5	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	36	1565	98		76	1238	27		51	7	10		61	5	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	1565	98		76	1238	27		51	7	10		61	5	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	1565	98		76	1238	27		51	7	10		61	5	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.20	0.93	0.83		0.13	0.93	0.83		0.88	0.88	0.88		0.94	0.94	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.41	0.59		0.92	0.08	1.00	
Final Sat.:	372	3538	1583		246	3538	1583		1666	686	980		1641	139	1583	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.44	0.06		0.31	0.35	0.02		0.03	0.01	0.01		0.04	0.04	0.04	
Crit Moves:		****							****					****		
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.04	0.04	0.04		0.08	0.08	0.08	
Volume/Cap:	0.12	0.56	0.08		0.39	0.44	0.02		0.77	0.27	0.27		0.47	0.47	0.49	
Delay/Veh:	2.6	4.2	2.4		4.5	3.5	2.3		79.4	47.1	47.1		46.4	46.4	46.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.6	4.2	2.4		4.5	3.5	2.3		79.4	47.1	47.1		46.4	46.4	46.9	
LOS by Move:	A	A	A		A	A	A		E	D	D		D	D	D	
HCM2kAvgQ:	0	10	1		1	7	0		3	1	1		3	3	2	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Walters Road & Main Driveway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 0		0	0 1	1 0		1	0 0	0 1		0	0 0	0 0	
Volume Module:																
Base Vol:	0	1464	0		0	1058	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1464	0		0	1058	0		0	0	0		0	0	0	
Added Vol:	146	0	0		0	0	202		171	0	89		0	0	0	
PasserByVol:	95	-48	0		0	-32	29		44	0	72		0	0	0	
Initial Fut:	241	1416	0		0	1026	231		215	0	161		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	251	1475	0		0	1069	241		224	0	168		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	251	1475	0		0	1069	241		224	0	168		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	251	1475	0		0	1069	241		224	0	168		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	1.00		1.00	0.90	0.90		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.63	0.37		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	3538	0		0	2807	632		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.42	0.00		0.00	0.38	0.38		0.13	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.21	0.76	0.00		0.00	0.55	0.55		0.18	0.00	0.18		0.00	0.00	0.00	
Volume/Cap:	0.69	0.55	0.00		0.00	0.69	0.69		0.69	0.00	0.58		0.00	0.00	0.00	
Delay/Veh:	42.4	5.3	0.0		0.0	17.4	17.4		44.4	0.0	40.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.4	5.3	0.0		0.0	17.4	17.4		44.4	0.0	40.2		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	8	10	0		0	16	16		8	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Walters Road & South Driveway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	2	0	0	0	0	0	1	0	0	0
Volume Module:												
Base Vol:	0	1464	0	0	1058	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1464	0	0	1058	0	0	0	0	0	0	0
Added Vol:	0	146	0	0	89	0	0	0	55	0	0	0
PasserByVol:	0	47	0	0	40	0	0	0	2	0	0	0
Initial Fut:	0	1657	0	0	1187	0	0	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1726	0	0	1236	0	0	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1726	0	0	1236	0	0	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	618	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Suisun City Wal-Mart Supercenter EIR
Cumulative + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Walters Road & Rio Vista Road (SR-12)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.247
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 93.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	164	101	12	220	96	742	1081	1290	368	3	629	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	101	12	220	96	742	1081	1290	368	3	629	282
Added Vol:	0	22	0	13	22	109	110	0	0	0	0	13
PasserByVol:	0	0	0	26	0	16	30	-30	0	0	-17	17
Initial Fut:	164	123	12	259	118	867	1221	1260	368	3	612	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	169	127	12	267	122	894	1259	1299	379	3	631	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	127	12	267	122	894	1259	1299	379	3	631	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	127	12	267	122	894	1259	1299	379	3	631	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.98	0.83	0.64	0.98	0.83	0.90	0.93	0.83	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1229	1862	1583	1218	1862	1583	3432	3538	1583	1769	3538	1583
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.01	0.22	0.07	0.56	0.37	0.37	0.24	0.00	0.18	0.20
Crit Moves:						****	****					****
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.29	0.45	0.45	0.00	0.16	0.16
Volume/Cap:	0.30	0.15	0.02	0.48	0.14	1.25	1.25	0.81	0.53	0.81	1.09	1.25
Delay/Veh:	17.7	16.1	15.1	19.8	16.1	150.0	154.8	26.6	20.3	352.6	108	181.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	16.1	15.1	19.8	16.1	150.0	154.8	26.6	20.3	352.6	108	181.1
LOS by Move:	B	B	B	B	B	F	F	C	C	F	F	F
HCM2kAvgQ:	3	2	0	6	2	51	38	20	9	1	18	20

Note: Queue reported is the number of cars per lane.

SIGNAL WARRANT ANALYSIS

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Emperor Drive

COUNT DATE: Existing

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Emperor Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	464	128					Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	571	299	Y	Y	**Y**		Y		**Y**	
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,035	427			**1**			**0**	**1**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Woodlark Drive

COUNT DATE: Existing

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	410	30								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	524	20	Y							
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	934	50			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Rio Vista Road (SR-12) and Woodlark Drive

COUNT DATE: Existing

MAJOR STREET: Rio Vista Road (SR-12)

OF APPROACH LANES: 2

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	1,542	144	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	1,922	100	Y			Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	3,464	244			**1**			**2**	**2**	**2**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Fulmar Drive

COUNT DATE: Existing

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	200	37								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	299	32								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	499	69			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Petersen Road and Fulmar Drive

COUNT DATE: Existing

MAJOR STREET: Petersen Road

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	24	36								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	52	28								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	76	64			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and Pintail Drive

COUNT DATE: Existing

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: Pintail Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	879	136	Y	Y	**Y**	Y	Y	**Y**	**Y**	
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	1,264	152	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	2,143	288			**2**			**2**	**2**	**1**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and South Driveway

COUNT DATE: Existing

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: South Driveway

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	1,014	0	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	1,389	0	Y			Y				
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	2,403	0			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Emperor Drive

COUNT DATE: Near Term

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Emperor Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	503	147	Y				Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	639	246	Y	Y	**Y**		Y		**Y**	
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,142	393			**1**			**0**	**1**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Woodlark Drive

COUNT DATE: Near Term

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	430	30								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	656	20	Y							
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,086	50			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Fulmar Drive

COUNT DATE: Near Term

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	216	37								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	317	32								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	533	69			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Petersen Road and Fulmar Drive

COUNT DATE: Near Term

MAJOR STREET: Petersen Road

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	24	36								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	52	28								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	76	64			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and South Driveway

COUNT DATE: Near Term

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: South Driveway

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	1,772	0	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,401	0	Y			Y				
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	4,173	0			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Emperor Drive

COUNT DATE: Near Term + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Emperor Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	554	147	Y				Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	715	346	Y	Y	**Y**		Y		**Y**	**Y**
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,269	493			**1**			**0**	**1**	**1**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Woodlark Drive

COUNT DATE: Near Term + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	495	30								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	675	20	Y							
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,170	50			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Fulmar Drive

COUNT DATE: Near Term + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	253	73								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	385	97					Y			
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	638	170			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Petersen Road and Fulmar Drive

COUNT DATE: Near Term + Project

MAJOR STREET: Petersen Road

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	31	84					Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	61	105					Y			
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	92	189			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and South Driveway

COUNT DATE: Near Term + Project

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: South Driveway

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	1,937	32	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,723	57	Y			Y	Y	**Y**		
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	4,660	89			**0**			**1**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Emperor Drive

COUNT DATE: Cumulative

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Emperor Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	489	134					Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	610	314	Y	Y	**Y**		Y		**Y**	
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,099	448			**1**			**0**	**1**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Woodlark Drive

COUNT DATE: Cumulative

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	442	35								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	556	45	Y							
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	998	80			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Fulmar Drive

COUNT DATE: Cumulative

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	219	39								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	329	32								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	548	71			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Petersen Road and Fulmar Drive

COUNT DATE: Cumulative

MAJOR STREET: Petersen Road

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	27	36								
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	57	28								
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	84	64			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and South Driveway

COUNT DATE: Cumulative

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: South Driveway

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	2,061	0	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,522	0	Y			Y				
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	4,583	0			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Emperor Drive

COUNT DATE: Cumulative + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Emperor Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	531	134	Y				Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	682	314	Y	Y	**Y**		Y		**Y**	
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,213	448			**1**			**0**	**1**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Woodlark Drive

COUNT DATE: Cumulative + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Woodlark Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	508	35	Y							
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	669	45	Y							
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	1,177	80			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Pintail Drive and Fulmar Drive

COUNT DATE: Cumulative + Project

MAJOR STREET: Pintail Drive

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	256	75					Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	392	95					Y			
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	648	170			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Petersen Road and Fulmar Drive

COUNT DATE: Cumulative + Project

MAJOR STREET: Petersen Road

OF APPROACH LANES: 1

MINOR STREET: Fulmar Drive

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			500	150		750	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	33	84					Y			
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	62	129					Y			
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	95	213			**0**			**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-1

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-3

Conditions: Based on 2000 MUTCD

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Walters Road and South Driveway

COUNT DATE: Cumulative + Project

MAJOR STREET: Walters Road

OF APPROACH LANES: 2

MINOR STREET: South Driveway

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	Warrant 1 - Condition A			Warrant 1 - Condition B			WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			420	105		630	53			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	2,253	33	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,929	59	Y			Y	Y	**Y**		
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	5,182	92			**0**			**1**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

WARRANT 1 - Condition A -- Minimum Vehicular Volume Warrant (8 hours)

WARRANT 1 - Condition B -- Interruption of Continuous Traffic Warrant (8 hours)

WARRANT 2 -- Four Hour Volume Warrant - Figure 4C-2

WARRANT 3 -- Peak Hour Volume Warrant - Figure 4C-4

Conditions: Based on 2000 MUTCD

QUEUING SUMMARY

Queuing Summary

Suisun Wal-Mart - Traffic Impact Study

Scenarios Analyzed	Turning Movement	Rio Vista Road (SR-12)															Pintail Drive						Walters Road																				
		Marina Boulevard			Sunset Avenue			Emperor Drive			Woodlark Drive			Walters Road			Sunset Avenue			Walters Road			Air Base Parkway			Tabor Avenue			Bella Vista Drive			Montebello Drive			Petersen Road			Main Driveway			South Driveway		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing	EBL	255	109	442	530	145	451	485	122	317				265	62	157	105	<25	41				250	181	143	85	78	69																
	EBR	275	<25	<25	285	<25	58	270	27	33				285	<25	25							340	46	53																			
	WBL	365	151	122	280	391	101	260	33	40				265	<25	<25	85	53	65				400	115	444	125	<25	<25																
	WBR	315	<25	<25	405	45	53	265	<25	<25	285	<25	<25	310	35	46							180	<25	<25				90	28	31	55	<25	<25										
	NBL	150	94	54	135	101	100	85	339	146				110	93	51	105	40	39	145	<25	<25	230	261	259	185	88	81	135	<25	<25	110	<25	27	85	<25	30									
	NBR	150	47	61	135	<25	<25	85	<25	<25				110	<25	<25							520	<25	<25										195	<25	<25									
	SBL	110	<25	57	150	77	181	120	25	<25				110	84	108	105	98	44				150	<25	<25	270	34	<25	100	28	75	130	38	105	155	<25	36									
	SBR				150	51	43							365	58	62																												
Near-Term Background Traffic Conditions	EBL	255	135	575	530	182	641	485	141	499				265	191	712	105	44	179				250	181	143	85	96	87																
	EBR	275	<25	42	285	<25	83	270	27	69				285	<25	36							340	106	157																			
	WBL	365	366	202	280	55	117	260	34	45				265	<25	<25	85	66	94				400	458	800	125	102	63																
	WBR	315	42	34	405	82	111	265	<25	<25	285	<25	<25	310	54	60							180	<25	<25				90	43	40	55	<25	<25										
	NBL	150	112	92	135	121	129	85	381	195				110	113	59	105	45	50	145	<25	<25	230	352	256	185	91	85	135	<25	<25	110	<25	31	85	<25	44									
	NBR	150	57	76	135	<25	31	85	<25	<25				110	<25	<25							520	188	74										195	<25	<25									
	SBL	110	71	119	150	112	234	120	27	<25				110	156	175	105	112	59				150	<25	<25	270	43	51	100	66	161	130	64	113	155	28	51									
	SBR				150	55	48							365	690	363																												
Near-Term Total Traffic Conditions	EBL	255	135	575	530	183	641	485	141	499				265	247	902	105	44	179				250	181	143	85	96	87										160	103	165				
	EBR	275	<25	43	285	25	83	270	28	76				285	<25	197							340	109	161													130	36	43	25	<25	<25
	WBL	365	396	251	280	59	123	260	50	68				265	<25	<25	85	67	95				400	535	925	125	111	80																
	WBR	315	43	37	405	92	126	265	<25	<25	285	<25	<25	310	93	62							180	<25	<25				90	44	39	55	<25	<25										
	NBL	150	112	92	135	121	129	85	381	195				110	117	146	105	47	57	145	<25	<25	230	322	244	185	102	169	135	<25	66	110	<25	31	85	<25	46	150	109	191				
	NBR	150	60	80	135	<25	33	85	<25	30				110	<25	<25							520	198	98										195	<25	31									
	SBL	110	77	129	150	121	249	120	27	<25				110	177	241	105	112	59				150	<25	<25	270	42	75	100	68	188	130	64	132	155	31	76									
	SBR				150	55	48							365	814	756																												
Long-Term Year 2030 Without Project	EBL	255	164	911	530	186	499	485	127	436				265	250	784	105	47	167				250	181	204	85	97	196																
	EBR	275	<25	31	285	29	76	270	36	193				285	<25	199							340	109	157																			
	WBL	365	373	202	280	74	68	260	117	91				265	<25	<25	85	71	90				400	459	800	125	102	63																
	WBR	315	49	39	405	113	<25	265	25	<25	285	<25	<25	310	99	59							180	<25	51				90	43	39	55	<25	<25										
	NBL	150	128	82	135	121	195	85	589	431				110	397	144	105	68	51	145	<25	<25	230	312	204	185	116	150	135	<25	59	110	<25	31	85	<25	49									
	NBR	150	57	83	135	<25	30	85	30	51				110	<25	<25							520	86	<25										195	<25	27									
	SBL	110	73	112	150	112	<25	120	34	36				110	245	196	105	117	56				150	234	263	270	39	77	100	68	188	130	94	132	155	59	75									
	SBR				150	55	47							365	1385	550																												
Long-Term Year 2030 With Project	EBL	255	164	911	530	187	614	485	127	436				265	326	902	105	47	168				250	181	204	85	97	196										160	103	165				
	EBR	275	<25	31	285	30	94	270	37	205				285	<25	197							340	110	161													130	36	43	25	<25	<25
	WBL	365	399	248	280	77	147	260	129	118				265	<25	<25	85	71	91				400	536	918	125	113	80																
	WBR	315	51	42	405	124	185	265	25	<25	285	<25	<25	310	103	62							180	<25	51				90	45	39	55	<25	<25										
	NBL	150	128	77	135	121	151	85	589	431				110	404	146	105	71	59	145	<25	<25	230	288	188	185	127	169	135	<25	66	110	<25	31	85	<25	46	150	104	191				
	NBR	150	59	80	135	<25	39	85	33	54				110	<25	<25							520	98	<25										195	<25	31									
	SBL	110	81	129	150	121	301	120	34	36				110	271	241	105	117	56				150	234	263	270	38	75	100	69	188	130	95	132	155	59	76									
	SBR				150	55	47							365	1513	756																												

Mitigated Queuing Summary

Suisun Wal-Mart - Traffic Impact Study

Scenarios Analyzed	Turning Movement	Rio Vista Road (SR-12)															Pintail Drive						Walters Road																				
		Marina Boulevard			Sunset Avenue			Emperor Drive			Woodlark Drive			Walters Road			Sunset Avenue			Walters Road			Air Base Parkway			Tabor Avenue			Bella Vista Drive			Montebello Drive			Petersen Road			Main Driveway			South Driveway		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Near-Term Total Traffic Conditions	EBL	255	135	575	530	183	641	485	141	499				265	247	902	105	44	179				250	181	143	85	96	87										160	103	165			
	EBR	275	<25	43	285	25	83	270	28	76				285	<25	197							340	109	161													130	36	43	25	<25	<25
	WBL	365	396	251	280	59	123	260	50	68				265	<25	<25	85	67	95				400	535	925	125	111	80															
	WBR	315	43	37	405	92	126	265	<25	<25	285	<25	<25	310	93	62							180	<25	<25				90	44	39	55	<25	<25									
	NBL	150	112	92	135	121	129	85	381	195				110	117	146	105	47	57	145	<25	<25	230	322	244	185	102	169	135	<25	66	110	<25	31	85	<25	46	150	109	191			
	NBR	150	60	80	135	<25	33	85	<25	30				110	<25	<25							520	198	98										195	<25	31						
	SBL	110	77	129	150	121	249	120	27	<25				110	177	241	105	112	59				150	<25	<25	270	42	75	100	68	188	130	64	132	155	31	76						
	SBR				150	55	48							365	814	756																										
Near-Term Total Traffic Conditions (Mitigated)	EBL	255	135	330*	530	246	514	485	141	488				1100	353	940	105	44	179*				250	181	143	85	96	87										160	103	174			
	EBR	275	<25	53	285			270	28	77				285	27	52							340	109	161													130	36	44	25	<25	<25
	WBL	425	396	204	280	62	166	260	50	66				265	<25	<25	85	67	95				750	535	925**	125	111	82															
	WBR	315	64	64	405	55	133	265			285	<25	<25	310	96	68							180	<25	<25				90	44	40	55	<25	<25									
	NBL	150	143	137	135	98	136	85	381**	192**				110	207**	92	105	47	57	145	36	64	230	322*	244	185	102	106	135	<25	29	110	<25	31	85	<25	40	200	104	190			
	NBR	150	46	81	135	<25	33	85	<25	30				110	<25	<25							520	<25	<25										195	<25	<25						
	SBL	110	78	129	150	192**	337**	120	27	<25				300	226	252	105	112	59				150	<25	<25	270	42	47	200	68	152	130	64	78	155	31	52						
	SBR				150	95	53							365	238	51																										
Long-Term Year 2030 With Project	EBL	255	164	911	530	187	614	485	127	436				265	326	902	105	47	168				250	181	204	85	97	196										160	103	165			
	EBR	275	<25	31	285	30	94	270	37	205				285	<25	197							340	110	161													130	36	43	25	<25	<25
	WBL	365	399	248	280	77	147	260	129	118				265	<25	<25	85	71	91				400	536	918	125	113	80															
	WBR	315	51	42	405	124	185	265	25	<25	285	<25	<25	310	103	62							180	<25	51				90	45	39	55	<25	<25									
	NBL	150	128	77	135	121	151	85	589	431				110	404	146	105	71	59	145	<25	<25	230	288	188	185	127	169	135	<25	66	110	<25	31	85	<25	46	150	104	191			
	NBR	150	59	80	135	<25	39	85	33	54				110	<25	<25							520	98	<25										195	<25	31						
	SBL	110	81	129	150	121	301	120	34	36				110	271	241	105	117	56				150	234	263	270	38	75	100	69	188	130	95	132	155	59	76						
	SBR				150	55	47							365	1513	756																										
Long-Term Year 2030 With Project (Mitigated)	EBL	255	270	863*	530	183	554	485	139	465				1100	416	1101	105	47	168*				250	181	204	85	97	196*										160	103	165			
	EBR	275	<25	28	285			270	64	273				285	40	286							340	110	161													130	36	43	25	<25	<25
	WBL	425	435	379	280	75	223	260	142	120				265	<25	<25	85	71	91				950	536	918	125	113	80															
	WBR	315	60	54	405	120	173	265			285	<25	<25	310	171	72							180	<25	51				90	45	39	55	<25	<25									
	NBL	150	168	109	135	95	147	85	236**	209**				110	261**	107	105	71	59	145	37	90	350	288	188	185	127	169	135	<25	66	110	<25	31	85	<25	46	200	104	191			
	NBR	150	44	210*	135	<25	39	85	41	63				110	<25	<25							520	<25	<25										195	<25	31						
	SBL	110	83	133	150	118	405**	120						300	295	282	105	117	56				150	234*	263*	270	38	75	200	69	188	130	95	132	155	59	76						
	SBR				150	54	51							365	704**	219																										

* Queue length not mitigated because the project did not increase the queue by more than 25 feet

**Movement has split timing therefore blocking of turn pockets may not occur because all approach movements move at the same time.

Appendix K: Retail Market Impact Analysis

bae

FINAL
RETAIL MARKET IMPACT ANALYSIS
FOR
PROPOSED WAL-MART SUPERCENTER
IN SUISUN CITY, CA

Prepared for:
City of Suisun City

Prepared by:
Bay Area Economics

September, 2007

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Executive Summary

Background and Study Purpose

The City of Suisun City (the "City") has received a proposal for development of the Walters Road West Commercial Project, consisting largely of a Wal-Mart Supercenter. As part of its evaluation of the proposed project, the City has retained Michael Brandman Associates ("MBA") to complete an Environmental Impact Report (EIR). Recent California court decisions (*Bakersfield Citizens for Local Control v. City of Bakersfield, Panama 99 Properties LLC, and Castle & Cooke Commercial-CA, Inc.*, as well as *Anderson First Coalition et al. v. City of Anderson et al. and FHK Companies, et al.*) have made clear that for large retail developments, an economic impact analysis should be undertaken to assess the possibility of "urban decay" and deterioration and indirect physical impacts on the environment. In the Bakersfield decision, the Appellate Court stated that such an impact needed to be given "meaningful consideration." Both cases indicate that to fully satisfy the requirements of an EIR, the economic analysis must start with the economic impacts, and follow the causal chain to assess the likelihood of new retail space causing existing space to become vacant, and following that outcome, determine the potential for urban decay and physical deterioration of existing retail centers and nodes. MBA has retained Bay Area Economics ("BAE") to undertake an economic impact analysis as part of the EIR process for the retail portion of this project. BAE aims to use the best available information to assess the economic impacts and then establish whether these economic impacts might result in a significant negative effect on the physical environment of Suisun City and the Trade Areas, as manifested by urban decay and physical deterioration of existing retail centers.

Project Description

The Walters Road West Commercial Project (usually referred to in this report as the "Proposed Project") consists of a retail center of approximately 227,019 square feet at the intersection of State Highway 12 and Walters Road, to the north of the highway and the west of Walters Road, on a site that is currently vacant. The Proposed Project consists primarily of a 214,919 square-foot Wal-Mart Supercenter (including outdoor garden center), an 8,000 square-foot building on a separate pad, suitable for a sit-down restaurant or other use, and a fuel station. The Wal-Mart comprises 144,897 square feet of general merchandise space, 45,370 square feet of grocery-related space, and a 10,564 square-foot outdoor garden center. At this time, Wal-Mart is the only committed occupant. For purposes of this analysis, it is assumed that the project will be fully developed and occupied in late 2009 or early 2010.

Definition of the Trade Area

The Trade Area has been defined based on the area from which the Supercenter is likely to draw most of its customers. This area has been bounded based on the transportation network, as well as the assumed presence of the recently approved Wal-Mart Supercenter on North Texas Street in Fairfield. Most of Fairfield's residential areas are closer to the North Texas Street site, and while the two cities have a long common border, the Union Pacific rail line serves as an effective barrier, with limited crossings between the two cities. The Supercenter closest to the

Cordelia area of Fairfield is actually the under-construction store in American Canyon approximately 10 miles distant, so many of that area's shoppers seeking a Supercenter may go there.[1] To the south of Suisun City is a large wetland area with very few residents. To the east is sparsely populated agricultural land extending toward Rio Vista approximately 20 miles away. While the Supercenter may attract some shoppers from Rio Vista, especially those who use Highway 12 to commute to jobs, Rio Vista is slightly closer to a possible Supercenter site approximately 14 miles to the south in Oakley. As a result of these factors, the Trade Area has been defined as Suisun City, or more accurately, the Suisun City Sphere of Influence, which consists of a slightly larger land area, but few additional residents.

Demographic and Economic Overview

The Trade Area is undergoing gradual population and household growth. It is estimated the Trade Area will have 31,189 persons and 9,512 households by 2009. Long term growth will continue to be gradual, with the Trade Area projected to have a population of 38,600 in 2030. The Trade Area exhibit a 2006 mean household income estimated at $73,900 (all incomes in constant 2000 dollars), with modest growth to $75,300 by 2010.

Solano County and Suisun City have shown long-term growth in the number of employed residents; the June 2006 Solano County and Suisun City employed labor force numbers are 201,100 persons and 13,900 persons, respectively. Solano County and Suisun City show a relatively stable and healthy economy in recent years, with current unemployment at 5.1 percent countywide and 5.3 percent in Suisun City.

The gradual population, household, and income growth, and the stable and growing economy all indicate that retail sales are likely to be stable or growing over the short and long term, with likely increases in purchasing power in the Trade Area and Solano County.

Retail Sales Trends and Leakage/Capture Analysis

Over the last decade, Suisun City's inflation-adjusted taxable retail sales have grown modestly, outpacing population growth somewhat. Taxable retail sales totaled approximately $81.9 million in the most recent four quarters reported. Taxable retail sales have shown sustained growth, even in the early part of this decade through the national and regional recession. Regionally, Solano County has shown relatively strong growth, with a 47 percent increase in taxable retail sales to $367 billion over the 10-year study period, even though population only increased 14 percent. This increase in sales over and above the population increase is likely an indicator of increased purchasing power for the county's residents, based on rising incomes.

Suisun City's performance in overall per capita taxable retail sales and in most major store categories is very poor relative to the County and the State, while Fairfield is a strong performer overall and in most categories. These low per capita sales are a strong indicator that Suisun City residents are shopping outside their City, while Fairfield is capturing sales from beyond its

[1] Construction of this store was nearly complete in November 2006 when the approvals for the project were overturned in court.

borders, with much of that capture likely from Suisun City. Suisun City and Fairfield combined show total per capita taxable sales close to the figures countywide and statewide.

Suisun City's weakness as a retail destination is extremely pronounced in general merchandise sales. The only significant general merchandise store in the City is the Rite-Aid in the Sunset Center. In contrast, Fairfield has extremely high taxable general merchandise sales; even with the two cities combined, annual general merchandise per capita taxable sales are well above the countywide levels, indicating Fairfield's strength as a retail destination for this type of store. This is due to the presence of the only traditional regional mall in the County as well as a full complement of discount general merchandise outlets.

For food stores, Suisun City per capita sales are slightly below but close to the countywide benchmark, indicating that residents likely do most of their food store shopping within the City. Some shoppers may be going to preferred stores in Fairfield, drawn by lower prices or unique items. The most recent published data include the recently closed Albertson's, and this closure is likely to lead to a decline in overall and per capita food store sales in Suisun City.

With the exception of service stations, Suisun City shows per capita sales well below countywide benchmarks for the remaining major retail categories. In most of these remaining categories, per capita taxable sales are less than a third of those countywide. For service stations, Suisun City is outperforming the County by a small margin.

Key components of the demand for new retail space in the Trade Area are capture of sales from Trade Area residents that are currently occurring elsewhere (leakage), and population and income growth. BAE has conservatively assumed no increase in sales from income growth, so the estimates here for retail sales potential will be based on leakage and population growth only.

In 2009, the estimated year of project completion, the Trade Area shows significant leakage in all major retail categories except Service Stations, with total net retail taxable sales leakage slightly over $236 million annually (in 2005 dollars). Much of this is in categories that, given the limited direct competition within the Trade Area, the Proposed Project may be able to capture because of the broad array of goods available at a Supercenter, thus shifting the store mix slightly from what might be expected from county and statewide data.

In 2009, most of the Proposed Project's potential capture will be in the general merchandise store and food store categories, with limited capture in eating and drinking places. No leakage is presumed from auto dealers and auto supplies or service stations. The lack of nearby competitive retail is expected to lead to cross-category sales capture from apparel stores, home furnishings and appliances stores, building materials outlets, and the other retail stores category.

Since some buyers will still seek out different types of shopping, such as mall-type stores or warehouse clubs, the proposed Suisun City Supercenter is only estimated to capture two-thirds of the leakage in general merchandise stores, even though it is the only major general merchandise store in the Trade Area. The supermarket component is estimated to have a higher

capture of 80 percent from food stores, since this is a more locally oriented type of retail. For the restaurant, any one outlet of a particular type is constrained in terms of capturing the overall leakage, so capture has been estimated at only 25 percent. Based on its analysis, BAE estimates that the Proposed Project could capture approximately $60.9 million of the total $236 million in sales leakage from the Trade Area, or slightly over one-fourth of the total leakage.

Because of the constraints of the Trade Area due to limited population, site access, and the presumed presence of the North Texas Street Supercenter which will capture most sales from Fairfield, BAE estimates that the Walters Road Supercenter will perform below Wal-Mart companywide averages, with sales per square foot in 2009 of $342 per square foot (2005 dollars). Overall for the proposed project in 2009, the Supercenter is estimated to have sales of approximately $73.5 million annually, with the restaurant component generating $3.6 million in annual sales and the service station generating $4.1 million, for a total project sales projection of $81.2 million annually. The analysis indicates an estimated capture of $13.4 million from existing outlets, with $9.3 million attributable to the Supercenter. The entire $4.1 million in service station sales will be captured from existing outlets since there was no leakage in this category and sales are assumed to come only from within the Trade Area at current per capita levels.

Retail Impacts

Impacts on Existing Outlets. While the Supercenter sells a broad range of goods, and thus likely competes to some extent with a broad variety of outlets and is assumed to capture some sales from the Trade Area that would go to other types of outlets if they existed in the Trade Area, the key competitors for the Supercenter are in the general merchandise and food store categories, which in the Trade Area consist in large part of the Raley's in Heritage Park and the Rite-Aid in the Sunset Center. In 2009, the Proposed Project would capture 16 percent of the 2006 level of sales from general merchandise stores and food stores.

Sales in general merchandise stores are projected to decline by $1.2 million from current levels. Since Rite-Aid is the only significant competitor in the general merchandise category, most of the 16 percent sales loss would be expected to occur at that store. Due to continued gradual population increases in the Trade Area, by 2015 the annual losses for general merchandise stores are estimated to decline to 10 percent of current sales, or $0.7 million. As the analysis assumes the Rite-Aid is performing at company averages, this loss should be sustainable.

Raley's is the lone major food store competitor following the closure of Albertson's. The loss of sales is estimated at $5.2 million of existing sales in this category. However, the analysis is based on an estimate that Raley's has effectively captured $4.6 million in sales from Albertson's, so the estimated loss of sales for food stores prior to the Albertson's closure is significantly lower than 16 percent or $5.2 million. By 2015, the losses for food stores are estimated to decline to nine percent of current sales, or $2.8 million, less than Raley's gain from the closure of Albertson's.

As growth in population drives increases in sales in eating and drinking places, by 2009 the existing outlets in this category are estimated to show no net loss in sales from current levels.

For service stations, the overall loss is $2.1 million in 2009. Based on available data, the loss per outlet would be approximately $295,000 annually. Most of these outlets are clustered along State Highway 12 to the west of the Proposed Project, so losses are unlikely to be focused on any one particular outlet. By 2015, the gain in population should make per-outlet sales higher than current levels.

For other sectors, the analysis indicates that even if the Proposed Project takes some sales from existing outlets in 2009, sales will still be above the 2006 baseline.

Impacts Outside the Trade Area. The Proposed Project will also recapture sales to Suisun City residents that are currently shopping elsewhere, especially in Fairfield, and as a result will have an impact on retail outlets outside the Trade Area. Assuming these sales mostly occur in Fairfield, the extent of this capture is relatively small compared total retail sales in Fairfield, with population growth in Fairfield compensating for the lost sales from Suisun City residents over the next several years. In 2009, only general merchandise and food stores show an estimated loss of sales from current levels, and by 2015, growth in Fairfield indicates that all store types should have sales above current levels even with the Proposed Project in place.

Cumulative Impacts. It is estimated that the cumulative impacts of the Walters Road West project in combination with other under construction, planned, and proposed projects should not result in long-term store closures within in the Trade Area or beyond. The analysis already assumes that the North Texas Street Supercenter will be approved and open by the time the Walters Road Proposed Project opens, and that the existing Wal-Mart on Chadbourne Road will be closed. The other proposed projects in Fairfield are not region-serving and would be unlikely to draw a significant number of customers from the Trade Area, thus limiting any cumulative impacts.

The largest proposed project in the Trade Area is the Gentry Development/Suisun Marketplace, which is a mixed use project slated to include a major power center. While this project at one time had a supercenter component, that alternative is no longer under consideration; current plans call for a total of 490,000 square feet of retail space. This project is being positioned as a region-serving center, with a primary market area covering Suisun City and Fairfield. As such, it would compete primarily on a regional level and not with the local-serving retailers found in Suisun City; its location closer to the I-80 corridor makes the site more suitable for this type of use than the Walters Road site. As noted in this BAE analysis, Suisun City shows substantial leakage in almost all retail store types, and the Gentry project could conceivably capture some of this leakage, although it would also require capture from Fairfield to be viable at its currently planned size. The combination of the two projects would not be likely to cause closures in, for instance, apparel stores in the Trade Area, since there are currently no significant mass-merchandise apparel stores in the Trade Area. The other projects in the pipeline in the Trade

Area total an estimated 96,423 square feet of retail space, most of it undesignated as to retail tenant type and/or in the conceptual planning stage.

BAE estimates that if all these projects as well as the Proposed Project were open and fully tenanted and operating at stabilized sales levels, Trade Area retail sales in existing outlets would decline from 2006 levels by 11 percent in 2009, decreasing to only a two percent loss in 2015 as the Trade Area population continues to grow. Thus, while there may be short-term losses in sales, over the next several years these losses would abate to a non-substantial level, limiting long-term impacts.

Outside the Trade Area, the focus of impacts is likely to be in Fairfield; other retail nodes are distant enough that the impacts on any particular retail node should not be substantial. To the extent that these sales are captured from outside Fairfield, the impacts within Fairfield discussed here would be lessened. Even though the capture from outside the Walters Road West Trade Area is estimated at approximately $270 million, Fairfield's overall retail sales are at a much higher level than Suisun City, so the cumulative impacts would amount to a loss of only 11 percent for existing outlets in 2009. By 2015, even with both projects in place, retail sales in existing outlets in Fairfield are estimated to recover and increase to two percent above current levels.

Direct Economic Impacts

The Proposed Project is not expected to have significant sustained economic impacts at any of the retail centers in the Trade Area, or elsewhere as sales are recaptured within Suisun City. While the Raley's in the Heritage Park Shopping Center and the Rite-Aid in the Sunset Center are projected to have a loss of sales initially, these losses are not large and will decrease over time, with Raley's expected to recover to the level of sales prior to the closure of Albertson's by 2015, and only a nine percent loss in Rite-Aid's general merchandise category by that year. While the closure of Albertson's may cause difficulties at the Sunset Center, that closure preceded the Proposed Project and thus cannot be seen as resulting from it. Furthermore, the size of the Albertson's space makes it functionally obsolete as a modern full-service supermarket, so finding a new supermarket tenant will be problematic even without the Proposed Project affecting the market. The other centers, downtown and the Marina Shopping Center, are focused on different market segments and as a result should not see significant impacts that could lead to urban decay.

Conclusions Regarding Urban Decay and Physical Deterioration

As discussed above, the Proposed Project is not estimated to have significant economic impacts on any of the existing retail nodes, either alone or cumulatively, because the Proposed Project will in large part be supported by expenditures by Trade Area residents that would otherwise occur outside the Trade Area; these expenditures would be spread among a large number of outlets in the larger regional market area. Since the causal chain does not link the project to significant economic impacts, there are also no likely urban decay impacts in the Trade Area. With the exception of the recently closed Albertson's, retail vacancies are low in the Trade Area, and that vacancy is not linked to the Proposed Project. BAE's site visits to the existing

centers found no current evidence of urban decay or physical deterioration resulting from vacancy, deferred maintenance, or disinvestment, with the exception of some dilapidated structures downtown. Construction of the Proposed Project is not likely to cause urban decay in any of the existing retail centers in the Trade Area, either by itself or cumulatively. Outside the Trade Area any economic impacts will be spread among the large base of retailers in Fairfield and the region beyond, with minimal impacts on any particular stores or centers; urban decay beyond the Trade area also is not expected as a result of the Proposed Project.

Introduction

Background and Study Purpose

The City of Suisun City (the "City") has received a proposal for development of the Walters Road West Commercial Project, consisting largely of a Wal-Mart Supercenter. As part of its evaluation of the proposed project, the City has retained Michael Brandman Associates ("MBA") to complete an Environmental Impact Report (EIR). Recent California court decisions (*Bakersfield Citizens for Local Control v. City of Bakersfield, Panama 99 Properties LLC, and Castle & Cooke Commercial-CA, Inc.*, as well as *Anderson First Coalition et al. v. City of Anderson et al. and FHK Companies, et al.*) have made clear that for large retail developments, an economic impact analysis should be undertaken to assess the possibility of "urban decay" and deterioration and indirect physical impacts on the environment. In the Bakersfield decision, the Appellate Court stated that such an impact needed to be given "meaningful consideration." Both cases indicate that to fully satisfy the requirements of an EIR, the economic analysis must start with the economic impacts, and follow the causal chain to assess the likelihood of new retail space causing existing space to become vacant, and following that outcome, determine the potential for urban decay and physical deterioration of existing retail centers and nodes. MBA has retained Bay Area Economics ("BAE") to undertake an economic impact analysis as part of the EIR process for the retail portion of this project. BAE aims to use the best available information to assess the economic impacts and then establish whether these economic impacts might result in a negative effect on the physical environment of Suisun City and the Trade Areas, as manifested by urban decay and physical deterioration of existing retail centers.

Project Description

The Walters Road West Commercial Project (also referred to in this report as the "Proposed Project") consists of a retail center of approximately 227,019 square feet at the intersection of State Highway 12 and Walters Road, to the north of the highway and the west of Walters Road, on a site that is currently vacant. The Proposed Project consists primarily of a 214,919 square-foot Wal-Mart Supercenter, as well as an 8,000 square-foot building on a separate pad, suitable for a sit-down restaurant or other use, and a fuel station. The Wal-Mart comprises 144,897 square feet of general merchandise space, 45,370 square feet of grocery-related space, and a 10,564 square-foot outdoor garden center. At this time, Wal-Mart is the only committed occupant. For the purposes of this analysis, the Proposed Project is configured as shown in Table 1.

Table 1: Proposed Walters Road West Commercial Project Retail Configuration

Type	Square Feet	Tenant
Anchor	214,919	Wal-Mart Supercenter
	144,897	*General Merchandise*
	45,370	*Groceries*
	10,564	*Garden Center Indoors*
	200,831	Total Building Area
	14,089	*Garden Center Outdoors*
Commercial	4,100	Fuel Station
Restaurant	8,000	Sitdown Restaurant
Total Center Store Area	**227,019**	

All sizes are approximate, as reported on the most current available site plan. Some totals may not add due to independent rounding.

Sources: City of Suisun City; Bay Area Economics, 2006.

Approach

For purposes of this analysis it is assumed that the project will be fully developed and occupied in late 2009 or early 2010. The analysis assumes occupancy in 2009 and uses 2009 data as a benchmark,[2] and estimates sales in the center and impacts based on the 2009 calendar year. This assumption is conservative; by using the slightly lower projected Trade Area population and thus lower spending potential of 2009 rather than 2010, the assumed impacts on and capture from existing stores are greater. The analysis assumes that this will be a fully functioning center from its opening date, with all of the project's outlets achieving a level of revenue reflective of appropriate benchmarks for each sector represented in the project, with adjustments for location or other factors as needed. This is considered a reasonable and defensible basis upon which to evaluate the potential economic impacts of the proposed project.

[2] Population estimates and projections are usually stated as of January 1 of the year of estimate.

Population and Employment Overview

Introduction

This section presents background information on current and projected demographic and economic conditions in Suisun City and surrounding locales. For the purposes of this report, the trade area is the geographic region that encompasses most of a retail outlet's customers. The Trade Area has been defined based on the geographic area likely to be the primary source of customers for the Supercenter, as discussed in the section immediately below. Developing an economic and demographic profile of these areas will provide background information that will assist in estimating future retail sales in the Trade Area and in assessing the potential impacts of the Proposed Project on other retail outlets and centers. Data sources include the U.S. Census Bureau, for the decennial population census and Economic Census, the California Employment Development Department (EDD), and the Association of Bay Area Governments (ABAG).

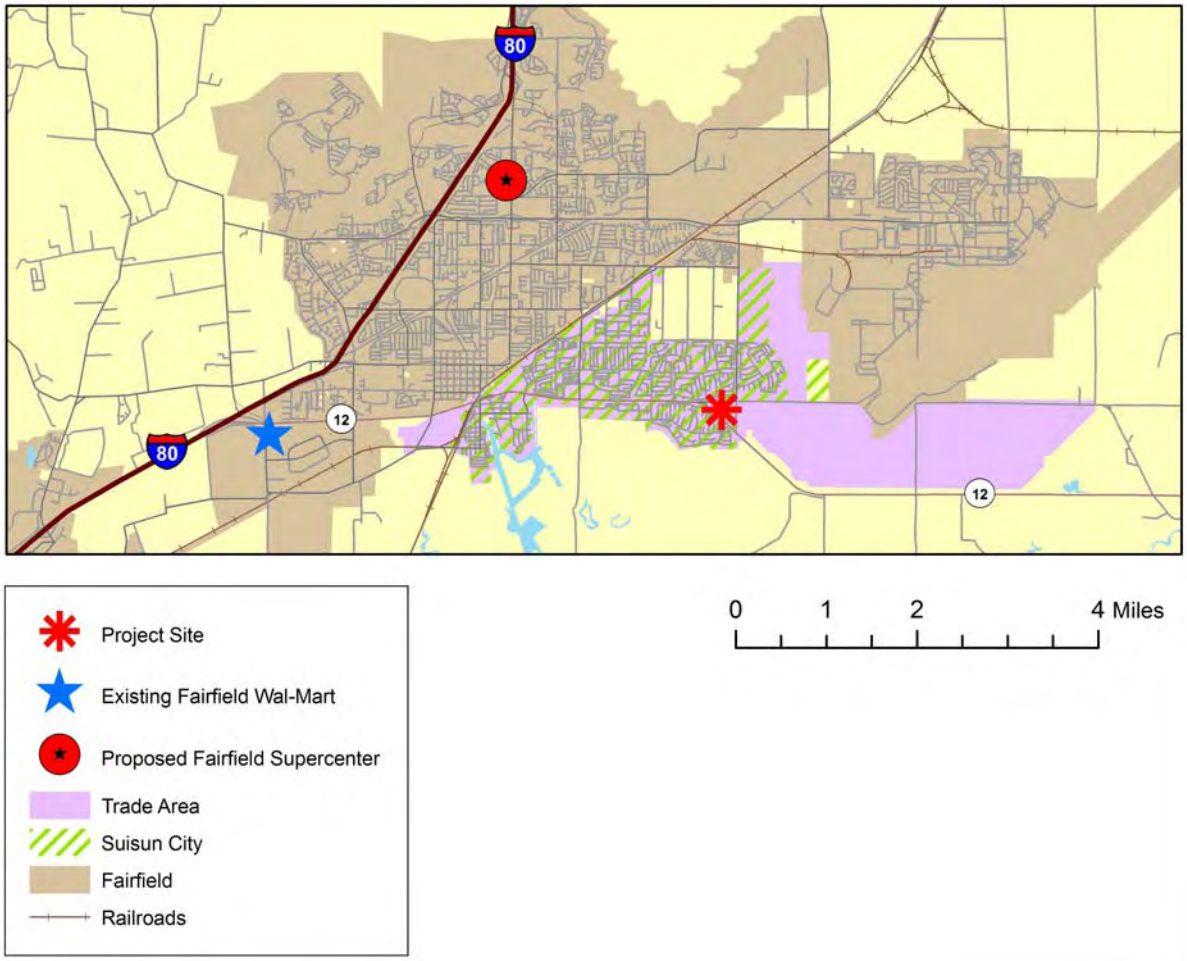
Definition of the Trade Area

The Trade Area has been defined based on the area from which the Supercenter is likely to draw most of its customers. This area has been bounded based on the transportation network, as well as the assumed presence of the Wal-Mart Supercenter recently approved for North Texas Street in Fairfield. Most of Fairfield's residential areas are closer to the North Texas Street site, and while the two cities have a long common border, the Union Pacific rail line serves as an effective barrier, with limited crossings between the two cities. The Supercenter closest to the Cordelia area of Fairfield is actually the under-construction store in American Canyon, so many of that area's shoppers seeking a Supercenter may go there; in any case, the North Texas Street location is also closer than the Proposed Project site, at the eastern edge of Suisun City. To the south of Suisun City is a large wetland area with very few residents. To the east is sparsely populated agricultural land extending toward Rio Vista approximately 20 miles away. While the Supercenter may attract some shoppers from Rio Vista, especially those who use Highway 12 to commute to jobs, Rio Vista is also slightly closer to a proposed Supercenter site to the south in Oakley.

As a result of these factors, the Trade Area, as shown in Figure 1, has been defined as Suisun City, or more accurately, the Suisun City Sphere of Influence, which consists of a slightly larger land area, but few additional residents.[3]

[3] In 2000, ABAG shows the population of incorporated Suisun City at 26,118 and the sphere of influence at 26,546.

Figure 1: Proposed Project Trade Area



Population Trends

Short-Term Trends. The Trade Area (Suisun City Sphere of Influence) and surrounding areas are undergoing moderate population growth, outpacing the state as a whole (see Table 2). Based on estimates from the Association of Bay Area Governments (ABAG), the Trade Area gained 2,510 persons from 2000 to 2006, with additional growth of 2,039 persons expected by 2009 (the assumed opening date for the Proposed Project (see Approach section in Introduction above), when the Trade Area population is projected to reach 31,189. Fairfield is showing a similar rate of growth, reaching an estimated population of 116,879 in 2009. Solano County has grown at a slightly slower rate, with a projected population of 457,315 in 2009.

Table 2: Population Trends, 1990-2010

Population	2000	2005	2006 (d)	2009 (d)	2010	Average Annual Change 2005-2010
Trade Area (a)	26,640	28,500	29,150	31,189	31,900	2.3%
Fairfield (a)	96,545	106,600	109,082	116,879	119,600	2.3%
Solano County (b)	394,542	423,800	431,941	457,315	466,100	1.9%
California (c)	33,873,086	36,728,196	37,172,015	38,729,602	39,246,767	1.3%

Notes:
(a) Trade Area is defined as Suisun City. Numbers for Suisun City and Fairfield are from ABAG, for Spheres of Influence.
(b) 2005 and 2010 from ABAG. 2005 number is within one percent of DOF estimate.
(c) 2005, 2006, and 2010 from DOF.
(d) With the exception of California data for 2006, 2006 and 2009 estimates have been calculated by assuming constant growth rate from 2005 through 2010 for each area.
Sources: Association of Bay Area Governments (ABAG) *Projections 2005*;
California State Department of Finance (DOF), 2006; BAE, 2006.

Long-Term Trends. As shown in Table 3, ABAG projects somewhat slower long-term growth; by 2030, the Trade Area population is projected to reach 38,600, with Fairfield reaching 147,500 and Solano County reaching 581,800.

Table 3: Population Projections

Population	2010	2020	2030	Average Annual Change 2010-2030
Trade Area (a)	31,900	35,400	38,600	1.0%
Fairfield (a)	119,600	136,800	147,500	1.1%
Solano County	466,100	532,400	581,800	1.1%

Notes:
(a) Trade Area is defined as Suisun City. Numbers for Suisun City and Fairfield are from ABAG for Spheres of Influence. These Spheres of Influence ecompass slightly more land area than the incorporated cities, but include only a few hundred additional persons.

Source: Association of Bay Area Governments *Projections 2005*.

Household Trends

Household Growth. As shown in Table 4, the rates of household growth in the Trade Area, Fairfield, and Solano County mirror the respective population growth rates. The Trade Area contains an estimated 8,942 households as of 2006, with an increase to 9,512 households projected by 2009, the assumed opening year for the Proposed Project.

Household Size. Household Size is expected to remain relatively constant for the Trade Area, Fairfield, and Suisun City, indicating limited change in typical household makeup. Households in the Trade Area tend to be slightly larger than in Fairfield and countywide.

Table 4: Household Trends, 1990-2010

Households	2000	2005	2006 (c)	2009 (c)	2010	Average Annual Change 2005-2010
Trade Area (a)	8,158	8,760	8,942	9,512	9,710	2.1%
Fairfield (a)	30,995	34,490	35,261	37,678	38,520	2.2%
Solano County (b)	130,403	141,100	143,667	151,651	154,410	1.8%

Persons Per Household	2000	2005	2006 (c)	2009 (c)	2010	Average Annual Change 2005-2010
Trade Area (a)	3.25	3.24	3.25	3.27	3.27	0.2%
Fairfield (a)	2.98	2.96	2.97	2.99	2.99	0.2%
Solano County	2.90	2.89	2.89	2.91	2.91	0.1%

Notes:
(a) Trade Area is defined as Suisun City. Numbers for Suisun City and Fairfield are from ABAG, for Sphere of Influence. Spheres of Influence are slightly larger than the incorporated cities.
(b) 2005 and 2010 from ABAG. 2005 number is within four percent of DOF estimate, being somewhat lower.
(c) 2006 and 2009 estimates have been calculated by assuming constant growth rate from 2005 through 2010 for each area.

Sources: Association of Bay Area Governments (ABAG) *Projections 2005*;
California State Department of Finance (DOF), 2006; BAE, 2006.

Household Income. Household incomes and resulting consumer buying power are key factors in assessing the potential for additional retail development. The Trade Area and Fairfield show income levels similar to the County and California (see Table 5). In 2000, the Trade Area had a mean household income of $71,500, with Fairfield at $66,500, Solano County at $69,300, and the State is at $65,628 (State based on 1999 data from 2000 Census). Incomes in the Trade Area and Fairfield are projected to grow gradually over the next several years, with the Trade Area reaching $75,300 in 2009.[4] These increases may add to the purchasing power of area residents.

Table 5: Mean Household Income

Households	2000	2005	2006 (b)	2009 (b)	2010	Average Annual Change 2005-2010
Trade Area (a)	$71,500	$73,500	$73,900	$75,300	$75,700	0.6%
Fairfield (a)	$66,500	$70,400	$71,300	$73,900	$74,800	1.2%
Solano County	$69,300	$73,400	$74,300	$77,000	$77,900	1.2%
California (c)	$65,628					

Notes:
Income in constant 2000 dollars, with exception of California data (see footnote c).
(a) Trade Area is defined as Suisun City. Numbers for Suisun City and Fairfield are from ABAG, for Spheres of Influence. Spheres of Influence are slightly larger than the incorporated cities.
(b) 2006 and 2009 estimates have been calculated by assuming constant growth rate from 2005 through 2010 for each area.
(c) Mean HH income from 2000 Census; this is 1999 income of 2000 households, not adjusted for inflation. Presented for comparative purposes, no updated information available.

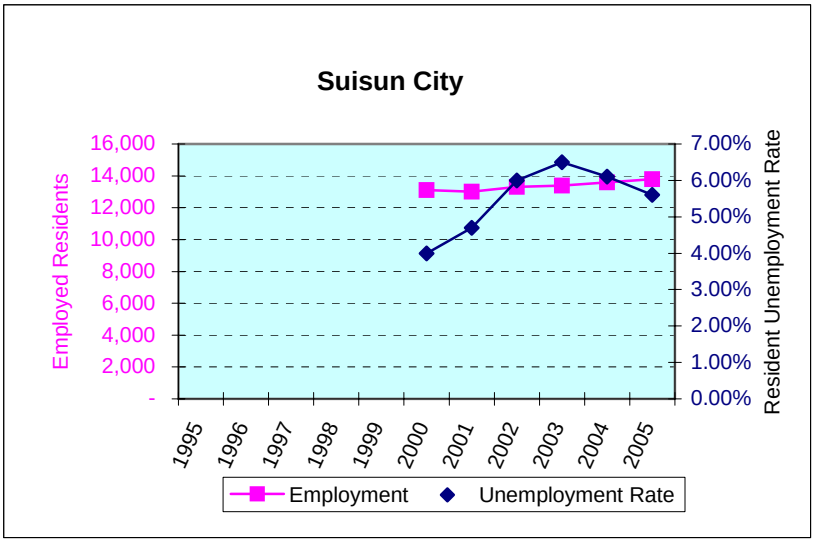
Sources: Association of Bay Area Governments (ABAG) *Projections 2005*; U.S Census 2000; BAE, 2006.

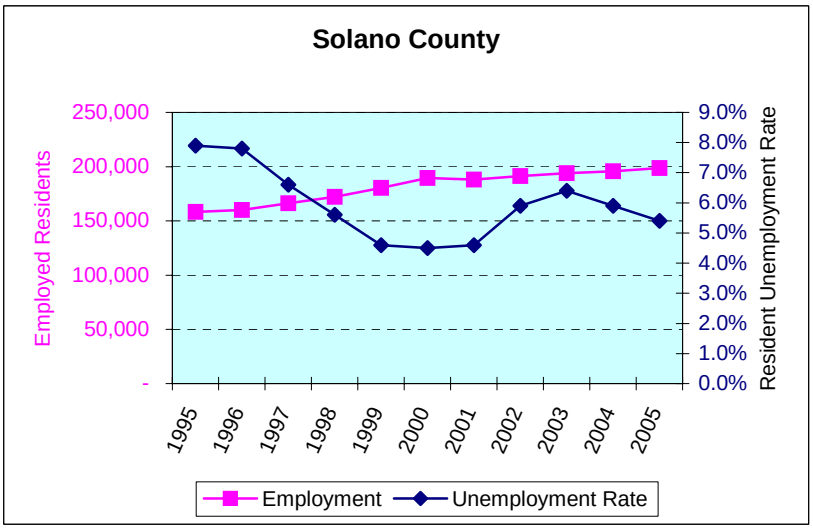
Labor Force Trends

Employed Residents and Unemployment. Employment levels are an indicator of regional buying power; unemployed workers and their households will have reduced incomes and lower expenditures, and high unemployment indicates a declining or uncertain economy, leading to reduced consumer confidence and expenditures overall. Growth in the employed labor force of an area can indicate increased buying power. As shown in Figure 2 and Appendix A, Solano County has shown long-term growth in the number of employed residents, with almost no decline during the recession of the early part of the decade; as of June 2006, the employed labor force stands at 201,100 persons. Unemployment since the beginning of 2000 has ranged in a fairly confined range, between 4.5 percent and 6.4 percent, with current unemployment (June 2006) at 5.1 percent. Suisun City has shown sustained but slight growth in the estimated number of employed residents, with 13,900 employed residents at an unemployment rate of 5.3 percent as of June 2006. Using the "rule of thumb" of five percent unemployment as a stabilized labor market, Solano County shows a relatively stable and healthy economy in recent years.

[4] Incomes are in constant 2000 dollars and do not reflect inflation.

Figure 2: Employed Residents and Unemployment Rate





Data presented are for residents of the area by place of residence, not workers by place of work. Data are based on annual averages. For detailed data, see Appendix A.

Sources: California Employment Development Department; Bay Area Economics, 2006.

Summary of Demographic and Economic Overview

The Trade Area, which consists of Suisun City and some surrounding unincorporated areas, is undergoing gradual population and household growth. It is estimated the Trade Area will have 31,189 persons and 9,512 households by 2009. Long term growth will continue to be gradual, with the Trade Area projected to have a population of 38,600 in 2030.

The Trade Area exhibit a 2006 mean household income estimated at $73,900 (all incomes in constant 2000 dollars), with modest growth to $75,300 by 2010.

Solano County and Suisun City have shown long-term growth in the number of employed residents; the June 2006 Solano County and Suisun City employed labor force numbers are 201,100 persons and 13,900 persons, respectively. Using the "rule of thumb" of five percent unemployment as a stabilized labor market, Solano County and Suisun City show a relatively stable and healthy economy in recent years, with current unemployment at 5.1 percent countywide and 5.3 percent in Suisun City.

The gradual population, household, and income growth, and the stable and growing economy all indicate that retail sales are likely to be stable or growing over the short and long term, with likely increases in purchasing power in the Trade Area and Solano County.

Retail Sales Analysis

This section examines retail trends in Suisun City, nearby Solano County cities, and Solano County as a whole. For comparative purposes, data from the State of California are also presented. The analysis focuses on general merchandise stores and food stores, the two major store types most likely to be affected by a Supercenter entering the market, with additional analysis of restaurants, service stations, and overall retail sales. Summing up this analysis is a leakage and supportable square footage analysis for the Trade Area, focusing on the store categories above.

Overall Retail Sales

As shown in Figure 3a, over the last decade, Suisun City's taxable retail sales[5] have grown modestly, outpacing population growth somewhat. Taxable retail sales in 1995 were approximately $60.5 million (all sales here presented in constant 2005 dollars unless otherwise noted), and grew to approximately $81.9 million in the most recent four quarters available[6] for an increase of approximately 36 percent, while population only grew about 12 percent. With the exception of 1998, taxable retail sales have increased every year, including the early part of this decade through the national and regional recession. Taxable retail sales growth has been similar in Fairfield, albeit from a far higher base. In 1995, taxable sales in Fairfield were $1.02 billion; in the most recent four quarters available, they had increased 30 percent to $1.35 million, while population had increased 21 percent.

Regionally, Solano County has shown relatively strong growth, with a 47 percent increase in taxable retail sales to $367 billion over the 10-year study period, even though population only increased 14 percent (see Figure 3b). This is likely an indicator of increased purchasing power for the county's residents, based on rising incomes. Solano County's trends are mirrored statewide, where taxable retail sales increased 44 percent while population only grew 15 percent.

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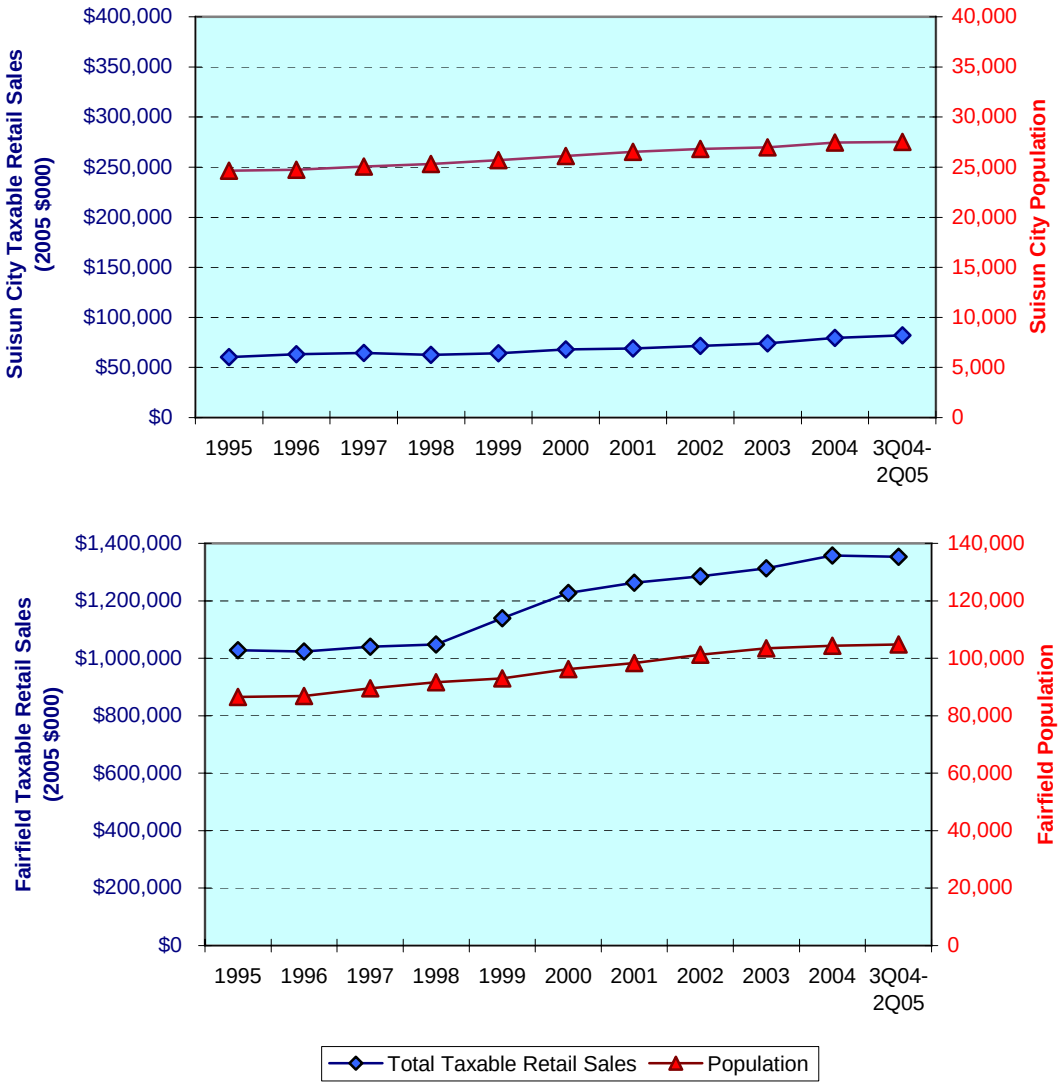
[5] In California, the State Board of Equalization provides retail sales data by store type for most counties and for larger cities. This is the most up-to-date and reliable source available, but it only includes taxable sales. Most food items, prescription drugs, and certain other items are exempt from sales tax, so the reported taxable sales data exclude these non-taxable sales.

[6] Taxable sales for calendar year 2005 not yet published at time of analysis. BAE used an annual period consisting of the most recent four quarters available at the time of analysis, third quarter 2004 through second quarter 2005.

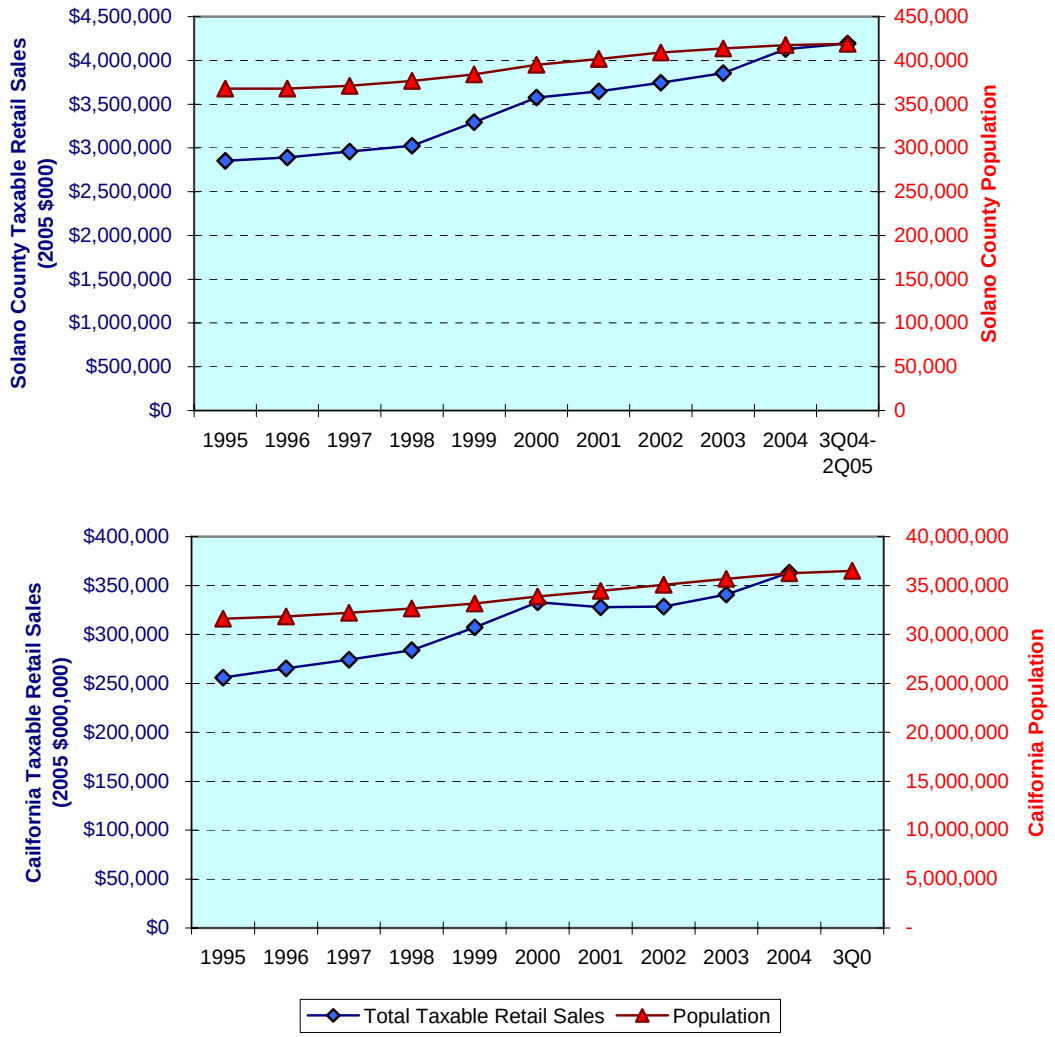
Figure 3a: Taxable Retail Sales and Population, 1995-2Q 2005



Notes: Population data from State Department of Finance. May vary from other sources. Sales here are taxable sales only, and exclude most food sales as well as prescription drugs and certain other items. Sales are presented in 2005 dollars. For details, see Appendix C.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; State Department of Finance; Bay Area Economics, 2006.

Figure 3b: Taxable Retail Sales and Population, 1995-2Q 2005



Notes: Population data from State Department of Finance. May vary from other sources. Sales here are taxable sales only, and exclude most food sales as well as prescription drugs and certain other items. Sales are presented in 2005 dollars. For details, see Appendix C.

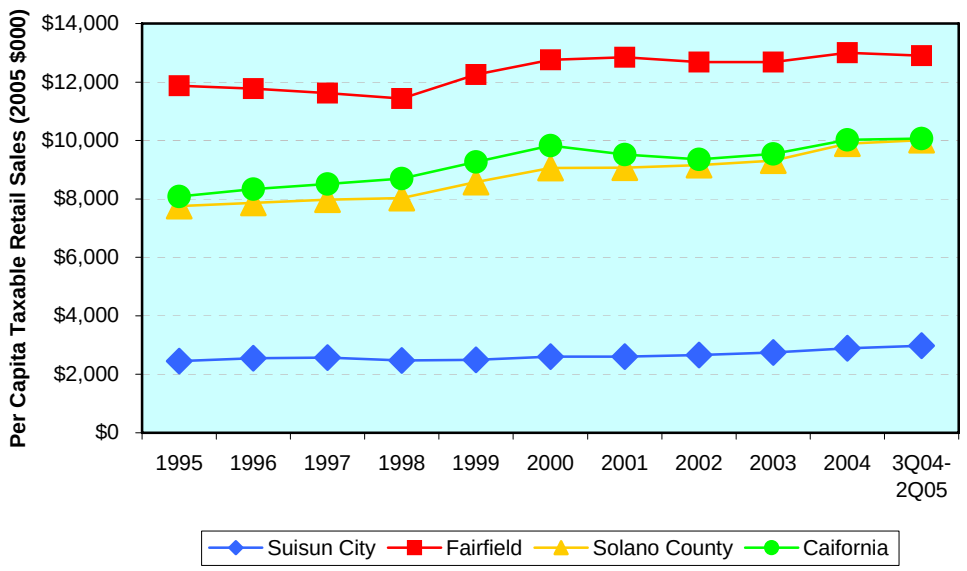
Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; State Department of Finance; Bay Area Economics, 2006.

Per Capita Taxable Retail Sales

Per capita retail sales are an indicator of the relative strength of a city as a retail destination; other factors being equal, higher per capita sales relative to the region point toward attraction of shoppers from outside the city. As shown in Figure 4 and Table 6, Suisun City's performance in overall per capita taxable retail sales and in most major store categories is very poor relative to the County and the State, while Fairfield is a strong performer overall and in most categories.

Overall, annual per capita taxable retail sales in Suisun City for the most recent annual period available are only $2,875, in contrast to $12,693 for Fairfield. By comparison, for all of Solano County, per capita taxable retail sales are $9,892, close to the statewide figure of $10,068. These data are a strong indicator that Suisun City residents are shopping outside their City, while Fairfield is capturing sales from beyond its borders, with much of that capture likely from Suisun City. In fact, Suisun City and Fairfield combined show total per capita taxable sales of $10,622, closer to the figures countywide and statewide.

Figure 4: Comparative Analysis, Per Capita Total Taxable Retail Sales



Population data from State Department of Finance, and may vary from other sources (e.g., ABAG). Sales here are taxable sales only, and exclude most grocery sales as well as prescription drugs and certain other items. For details, see Appendix C.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; State Department of Finance; Bay Area Economics, 2006.

Table 6: Comparative Total Taxable Retail Sales, 3Q 2004-2Q 2005

Sales in 2005 $000 (a) (b)	**Suisun City**	**Fairfield**	**Solano County**	**California**	**Combined Fairfield/Suisun**
Apparel Stores (c)	$1,325	$64,141	$245,140	$18,049,994	$65,466
General Merchandise Stores	$2,696	$279,534	$765,315	$56,167,279	$282,230
Food Stores	$14,832	$63,349	$237,597	$20,851,517	$78,181
Eating and Drinking Places	$16,375	$118,962	$416,459	$45,550,302	$135,337
Home Furnishings and Appliances	$2,261	$56,121	$165,914	$17,226,244	$58,382
Building Materials and Farm Implements	$6,939	$98,693	$445,513	$37,995,529	$105,632
Auto Dealers and Auto Supplies	$2,235	$329,919	$936,739	$74,197,774	$332,153
Service Stations	$28,435	$96,326	$390,164	$35,370,748	$124,761
Other Retail Stores	$6,831	$246,070	$589,198	$61,923,883	$252,902
Retail Stores Total (b)	**$81,930**	**$1,353,115**	**$4,192,039**	**$367,333,270**	**$1,435,044**

Sales per Capita in 2005 $ (d)	**Suisun City**	**Fairfield**	**Solano County**	**California**	**Combined Fairfield/Suisun**
Apparel Stores	$46	$602	$578	$495	$485
General Merchandise Stores	$95	$2,622	$1,806	$1,539	$2,089
Food Stores	$520	$594	$561	$571	$579
Eating and Drinking Places	$575	$1,116	$983	$1,248	$1,002
Home Furnishings and Appliances	$79	$526	$391	$472	$432
Building Materials and Farm Implements	$243	$926	$1,051	$1,041	$782
Auto Dealers and Auto Supplies	$78	$3,095	$2,210	$2,034	$2,459
Service Stations	$998	$904	$921	$969	$923
Other Retail Stores	$240	$2,308	$1,390	$1,697	$1,872
Retail Stores Total (b)	**$2,875**	**$12,693**	**$9,892**	**$10,068**	**$10,622**
Population (d)	**28,500**	**106,600**	**423,800**	**36,486,606**	**135,100**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Data for apparel and general merchandise store sales in Suisun City have been estimated, based on other data sources available. For details, see Appendix D-2.
(d) Per capita sales calculated based on State Board of Equalization reported sales and ABAG population estimates for cities and county, and DOF population estimate for state. As a result of using ABAG numbers here, per capita estimates may not be consistent with time series discussion shown in Appendix C and based on using State Dept. of Finance population estimates, which were slightly lower.

Source: Bay Area Economics, 2006, based on data from the State Board of Equalization, U.S. Bureau of Labor Statistics, State Department of Finance, and U.S. Census Bureau.

General Merchandise Store Sales

Suisun City's weakness as a retail destination is extremely pronounced in general merchandise sales, as shown above in Table 6. Estimated taxable sales for general merchandise stores (effectively the only store is the Rite-Aid in the Sunset Center) are $1.2 million[7], with annual per capita taxable sales of only $43. Fairfield, on the other hand, has total taxable general merchandise sales of nearly $280 million, or $2,622 per capita. Even combining Fairfield and Suisun City, annual general merchandise per capita taxable sales are $2,078, well above the countywide level of $1,806. This indicates that Fairfield is a strong retail destination for this type of store, likely due to the presence of the only traditional regional mall in the County as well as a full complement of discount general merchandise outlets (i.e., Wal-Mart, Target, and Kmart).

Food Stores

For this traditionally convenience-good category, Suisun City has per capita sales closer to the countywide benchmark than for most other categories, indicating that residents are less likely to shop at food stores outside Suisun City. Annual per capita taxable food store sales for Suisun City are $520, compared to $561 countywide (see Table 6 above).[8] While Suisun City shoppers are likely doing most of their everyday grocery shopping in the City, some shoppers may be going to preferred stores in Fairfield, drawn by lower prices (e.g., Food Maxx) or unique items (e.g., Trader Joe's). In fact, Fairfield shows per capita taxable food store sales above the County benchmark, indicating additional capture from outside its boundaries. It also should be noted that these data include the recently closed Albertson's.[9] While some or most of its shoppers may switch to the Raley's in Suisun City, it is likely that overall and per capita food store sales in Suisun City will decline as a result of this significant store closure.

Restaurant Sales

One 8,000 square-foot space in the project site plan is suitable for a restaurant; at that size, it is most suitable for a sit-down type restaurant rather than a fast food franchise. As shown in Table 6 above, Suisun City underperforms the County and Fairfield, with annual per capita taxable sales in eating and drinking places of only $575, compared to $983 countywide and $1,116 in Fairfield. Statewide performance is higher, at $1,248.

Other Retail Categories

For most of the remaining major retail categories, Suisun City shows per capita sales well below countywide benchmarks. With the exception of service stations, per capita taxable sales in each category are less than a third of those countywide. For service stations, Suisun City is slightly higher, at $998 per capita taxable sales compared to $921 for Solano County.

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[7] Note that this excludes prescription and food item sales, which may make up more than half of the total sales in that store, based on national averages for Rite-Aid (for instance, see their most recent Annual Report).

[8] It should be emphasized that these are taxable items only, which excludes the majority of food store purchases, including most food items and in the case of the Raley's in Suisun City, prescriptions.

[9] While Save-Mart has announced plans to take over the still-operating Albertson's stores in Northern California, its plans do not include this already-closed store. There are no other Albertsons stores in Suisun City or Fairfield.

Leakage Analysis and Demand for New Retail Space in the Trade Area

Overview of Methodology. Retail leakage analysis compares actual retail sales in an area with some benchmark that provides a measure of the potential sales generated by that area's residents. If sales levels are below the predicted level, the area may be able to support increased sales. This increase in sales could take the form of increased sales in existing outlets or in new outlets.

A lower-than-predicted sales volume implies that consumers are traveling outside the area to shop; thus, the sales are "leaking" out of the study area. Conversely, if the area shows more sales than would be expected from the area's characteristics, there are sales "injections" into the study area. Often, an injection of sales indicates that the study area is serving as the regional shopping destination for a broader area. Conversely, if an area shows substantial leakage, it may be due to the presence of a region-serving retail node outside the study area capturing those "leaked" sales. In such a case, the study area itself may not have sufficient population to support the region-serving retail, so those sales cannot expect to be captured within the study area.

There are a number of factors that can be used to predict sales levels, with the two most important factors being the number of persons in the area and the disposable income available to that population. Additional factors influencing retail spending in an area include household type, age of population, number of workers in the area (i.e., daytime population), tenure patterns (owner vs. renter), and cultural factors. For the leakage analysis here, Solano County as a whole has been used as a benchmark. Suisun City and Fairfield are both fairly consistent with the County with respect to household size, tenure, and income levels; the two cities, like much of the county, consist of suburban-style residential communities. Solano County itself is a large enough area with enough types of retail available that most potential sales generated by residents are likely captured within the County, and with its position between two larger urban nodes, the inner Bay Area and Sacramento, it is likely not a major attractor of sales. In fact, as shown in Table 6 above, overall per capita sales are on par with the State, with Solano County and the State showing annual per capita taxable sales of $9,892 and $10,068, respectively.

Demand from Existing Population. Using the most recent published taxable sales data as a baseline, BAE has estimated the leakage of retail sales from the Trade Area. The results of this analysis are shown in Table 7. For 2009, the estimated year of project completion, the Trade Area shows significant leakage in all major retail categories except Service Stations, with total net retail taxable sales leakage slightly over $236 million annually. Much of this is in categories that, given the limited direct competition within the Trade Area, the Proposed Project may be able to capture because of the broad array of goods available at a Supercenter, thus shifting the store mix slightly from what might be expected from county and statewide data.

Table 7: 2009 Leakage Analysis

Store Category	2006 Per Capita Total Retail Sales 2005 $ (a)		Estimated 2009 Total Retail Sales 2005 $ (b)		
	Trade Area	Solano County	Estimated Sales	Potential Sales	Injection/ (Leakage)
Apparel Stores	$46	$578	$1,450,274	$18,040,768	($16,590,494)
General Merchandise Stores	$251	$1,954	$7,837,863	$60,948,133	($53,110,270)
Food Stores	$1,145	$1,752	$35,710,463	$54,642,595	($18,932,132)
Eating and Drinking Places	$575	$983	$17,920,062	$30,648,772	($12,728,710)
Home Furnishings and Appliances	$79	$391	$2,474,286	$12,210,193	($9,735,907)
Building Materials and Farm Implements	$243	$1,051	$7,594,146	$32,786,904	($25,192,759)
Auto Dealers and Auto Supplies	$78	$2,210	$2,445,554	$68,938,073	($66,492,519)
Service Stations	$998	$921	$31,118,094	$28,713,595	$2,404,500
Other Retail Stores	$240	$1,390	$7,475,960	$43,361,263	($35,885,303)
Total					($236,263,595)

Notes:
The Trade Area consists of the Suisun City Sphere of Influence. Virtually all of the population of this area lives within Suisun City, and all of the retail is inside the City, so this analysis uses city population and taxable sales data.
(a) From Appendix E.
(b) Estimated sales based on continued per capita performance at existing levels times projected 2009 Suisun City population. Potential sales based on countywide per capita sales times projected 2009 Suisun City population.

2009 Trade Area Population (ABAG-derived, from Table 2): 31,189

County per capita sales have been assumed as a baseline against which to compare the Trade Area. Sales assumed to be "leaking" from the Trade Area if that area has per capita sales below county benchmark.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, ABAG, and Rite-Aid 2006 Annual Report.

Capture of Leakage by Proposed Project. In Table 8, BAE has estimated the Proposed Project's potential capture of leakage in each major retail category in 2009. As noted above, the lack of nearby competitive retail in several categories is expected to lead to a capture of sales in store categories other than general merchandise and food.

Apparel Stores. Capture of leakage in this category is conservatively estimated at 10 percent; currently, there are virtually no options for buying apparel in Suisun City, especially mass merchandise apparel. Some of the sales that are currently going to apparel stores outside the Trade Area should be captured by a Supercenter, since it will carry a large variety of apparel items.

General Merchandise Stores. Leakage capture is estimated at two-thirds; much of this will likely consist of capture of sales currently going to the existing Fairfield Wal-Mart, which will close when the Supercenter on North Texas Street opens. Since some buyers will still seek out different types of shopping, such as mall-type stores or warehouse clubs, the proposed Suisun City Supercenter cannot be expected to capture 100 percent of leakage, even if it is the only major general merchandise store in the Trade Area.

Food Stores. It is assumed that the Supercenter would capture 80 percent of Food Store sales leakages. This is based on the convenience nature of food store sales; the Supercenter will provide an additional option within Suisun City that is a somewhat different market niche than the lone existing supermarket.[10] Some of the leakages from Suisun City are likely to low-price competitors such as Food Maxx; the Supercenter should recapture much of this by offering a more conveniently located low-price alternative.

Eating and Drinking Places. The proposed project will provide an 8,000 square-foot space suitable for one sit-down restaurant; in addition, the fuel station has the option of providing a fast-food outlet within a convenience store setting. Since any one outlet is constrained in terms of capturing leakage (i.e., while filling a certain restaurant niche, potential diners will still look for other types of dining in other niches), capture has been estimated at only 25 percent.

Home Furnishings and Appliances. The Supercenter will offer a range of small home furnishings and appliances as well as electronics. Given the lack of available options for this kind of store in Suisun City, a general merchandise store should be able to capture some market share that would normally go to this store type. For this analysis, a 10 percent capture has been assumed.

Building Materials Outlets. The Supercenter will compete most directly with the home improvement stores in this category through its large garden center. Based on Product Line Sales data from the 2002 Economic Census, BAE estimates that approximately six percent of building improvement store sales is in garden center items. BAE then estimates that half of that proportion can be captured by the Supercenter, for a capture of three percent of the leakage overall in this category.

Auto Dealers and Auto Supplies. No capture is assumed in this category, even though the Supercenter may sell some auto supplies.

Service Stations. There is no leakage in this category, so no capture is assumed.

Other Retail Stores. This covers a broad array of store types. Given the high leakage in this category and the limited existing shopping opportunities in the Trade Area, it is assumed that the Supercenter, with its broad inventory, can capture 10 percent of the sales in this category.

Resulting Capture of Sales Leakage. Applying the previous captures to the estimated leakage indicates the Proposed Project could capture approximately $60.9 million of the total $236 million in sales leakage from the Trade Area, or slightly over one-fourth of the total leakage.

Estimate of Supportable Square Footage in Proposed Project. Converting the above capture of leakage into supportable store space requires making assumptions regarding sales per square foot. With the exception of eating and drinking places and service stations (where there is no

[10] Adjustments have been made in the analysis to deal with the closure of Albertson's. The 80 percent capture excludes Albertson's sales captured by Raley's, thus making it a more conservative estimate.

leakage and thus no capture), the assumption is that the capture will all be due to the Supercenter. Based on Wal-Mart's most recent *Annual Report*, BAE estimates that nationally, Wal-Mart (including conventional Wal-Marts, Supercenters, and Neighborhood Markets, but excluding Sam's Clubs) generated $440 per square foot in sales in 2005. This figure is used as a starting point for calculating supportable square feet. For eating and drinking places, a separate estimate of $450 per square foot is used.[11] Using these benchmarks yielded a preliminary estimate of supportable square footage of approximately 138,000 square feet, based on 2009 population estimates derived from ABAG for the Trade Area. However, this meant that the project would have to capture sales from over 70,000 square feet of existing general merchandise and food store space in the Trade Area, (assuming no sales from outside the Trade Area). Even allowing some capture from outside the Trade Area, this is not realistic, given that the only significant spaces in this category are the Raley's (60,000 square feet) and the Rite-Aid (18,000 square feet), and the capture for general merchandise would have to be several times the size of the Rite-Aid. Additionally, some shoppers will continue to patronize other stores due to convenience, availability of desired items, or other consumer preferences. The presence of the proposed Fairfield Supercenter and its location as well as the presence of other competitors regionally preclude extensive capture from outside the Trade Area. Furthermore, while the Fairfield Supercenter is sited in the midst of populated Fairfield, the Walters Road site is near the southeastern edge of Suisun City, with few residents to the south and east, and growth in that direction constrained by wetlands and Travis Air Force Base. In summary, the overall sales in this center are constrained by the location of competition and the location of the Proposed Project itself. As a result, an iterative process has been used to determine a more realistic estimate of sales per square foot number. With little sales to capture in most categories, and the constraints of capture from outside the Trade Area, sales per square feet have been adjusted downward. Also, the estimated performance has been broken into grocery and non-grocery components. The estimated annual sales per square foot for non-grocery items are assumed to be $300; for the supermarket portion of the store, sales are estimated at $500 per square foot. This is in keeping with other data sources that indicate that the supermarket portions of these stores may generate higher sales volumes.[12] Combining the two figures as a weighted average, annual sales at the proposed Supercenter are estimated at $342 per square foot.

Table 8 sums the total sales and square footages for capture of existing leakage as well as from population growth through 2009. The total estimated supportable square footage is 179,232 square feet. Factoring out the restaurant capture which totals 7,072 square feet, the remaining 172,160 square feet of capture is attributable to the Supercenter.

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[11] (a) For eating and drinking places, the estimate is based on the average of high and low sales data from Hinderliter de Llamas for family restaurants, http://www.hdlcompanies.com/download/index.cfm?fuseaction=download&cid=562.

[12] "The Super 50: Taking the Lead," *Progressive Grocer*, May 1, 2006. Using the table provided, grocery sales in Supercenters average $759 per square foot of selling space. Assuming that selling space equals 80% of total grocery space yields an estimate of $607 per gross square foot annually.

Table 8: 2009 Capture of Sales Leakage in Proposed Project

Store Category	Sales Injection (Leakage)	Capture, Proposed Project	Captured Additional Sales	Average Sales per Square Foot (a)	Additional Supportable SF (b)
Apparel Stores	($16,590,494)	10%	$1,659,049	$300	5,530
General Merchandise Stores	($53,110,270)	67%	$35,583,881	$300	118,613
Food Stores	($18,932,132)	80%	$15,145,706	$500	30,291
Eating and Drinking Places	($12,728,710)	25%	$3,182,177	$450	7,072
Home Furnishings and Appliances	($9,735,907)	10%	$973,591	$300	3,245
Building Materials and Farm Implements	($25,192,759)	3%	$755,783	$300	2,519
Auto Dealers and Auto Supplies	($66,492,519)	0%	$0		
Service Stations	$2,404,500	0%	$0	$1,000	-
Other Retail	($35,885,303)	10%	$3,588,530	$300	11,962
Total Additional Sales/Square Feet, 2009	**($236,263,595)**		**$60,888,718**		**179,232**

Notes:
Excludes all non-retail outlets (business and personal services) reporting taxable sales. Sales amounts rounded to nearest thousand dollars. Additional supportable square feet rounded to nearest thousand dollars. In some categories, the additional capturable sales were negligible and no additional supportable square footage is shown.
(a) For eating and drinking places, the estimate is based on the average of high and low sales data from HdL for family restaurants. Service Station sales derived from State Board of Equalization data, indicating per station sales in Suisun City of approximately $4.2 million. Applying $1,000 per square foot to the proposed station/convenience store sets the sales at the proposed service station at approximately this level. Economic Census data from 2002 lists only five service stations, but all of them reported as having convenience stores. Field surveys verify the accuracy of this assumption.

For other categories, sales per square derived from Wal-Mart 2006 Annual Report were used as a baseline, but it was determined that using this benchmark ($440 per s.f. annually) led to more sales overall than the market area could support even if the project captured all of the existing sales in the general merchandise category. More likely, the limited population base of the Trade Area will lead to lower sales levels overall. See text of report for additional discussion. In this analysis the sales were separated into general merchandise and food store benchmarks for the two components of the Supercenter, as follows:

General merchandise per square foot	$300	(used for capture from other store categories except food, such as apparel)
Food per sf	$500	
Weighted average per sf	$342	

(b) In some cases, this represents leakages in categories other than those in the Proposed Project; the assumption is that the lack of suitable stores in the Trade Area will lead residents to shift shopping patterns and, for instance, switch apparel shopping from apparel stores to the Supercenter.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Estimated Sales at Project Opening. Using the sales performance estimates as stated above for the Supercenter and the other uses and shown in Table 8 above, BAE has made an estimate of the performance of the Proposed Project in 2009,[13] assuming stabilized performance and a full year of operations. The results are shown in Table 9. The Supercenter is estimated to have sales of approximately $73.5 million annually, with the restaurant component generating $3.6 million in annual sales and the service station generating $4.1 million, for a total project sales projection of

[13] The project opening date has been assumed to be in 2009, although the store may not open until 2010; see Approach in the Introduction section for further explanation.

$81.2 million annually. As the Trade Area's population increases in later years, project sales should increase also.

Table 9: Estimated Sales in Project at Opening in 2009

Type of Store	Square Feet (a)	Sales per SF	Estimated Sales in Proposed Project
Apparel Stores	5,530	$300	$1,659,049
General Merchandise Stores	146,292	$300	$43,887,747
Food Stores	45,370	$500	$22,685,000
Eating and Drinking Places	8,000	$450	$3,600,000
Home Furnishings and Appliances	3,245	$300	$973,591
Building Materials/Farm Implements	2,519	$300	$755,783
Auto Dealers and Auto Supplies	-	$0	$0
Service Stations	4,100	$1,000	$4,100,000
Other Retail	11,962	$300	$3,588,530
Total	**227,019**		**$81,249,700**
Supercenter Only	214,919		$73,549,700

(a) For store categories not in the Proposed Project (e.g., Apparel), this represents a capture of sales from that category in the Supercenter, due to the lack of retail in the Trade Area. General Merchandise is a remainder, taking the total Supercenter size and subtracting out all the other store categories except eating and drinking places and service stations.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Capture of Sales from Existing Outlets. Table 10 takes the Proposed Project's estimated sales, factors out capture from leakage and limited capture from outside the Trade Area, and arrives at an estimate of sales captured from existing outlets in 2009, i.e., sales that would otherwise have occurred at the existing outlets in 2009. The analysis indicates an estimated capture of $13.4 million from existing outlets, with $9.3 million attributable to the Supercenter. The entire $4.1 million in service station sales will be captured from existing outlets since there was no leakage in this category and no sales are assumed to come from outside the Trade Area.[14]

[14] Given the Proposed Project's location on a State Highway, this estimate of no additional capture for service stations from outside the Trade Area is conservative, especially given that the Trade Area appears to capture sales already from outside the Trade Area.

Table 10: Capture from Leakage, Outside Trade Area, and Existing Outlets, 2009

Type of Store	Estimated Sales in Proposed Project (a)	$ Capture from Leakage (b)	% Capture from Outside Area (c)	$ Capture from Outside Trade Area (d)	$ Capture from 2009 Existing Outlets (e)
Apparel Stores	$1,659,049	$1,659,049	0%	$0	$0
General Merchandise Stores	$43,887,747	$35,583,881	15%	$6,583,162	$1,720,704
Food Stores	$22,685,000	$15,145,706	0%	$0	$7,539,294
Eating and Drinking Places	$3,600,000	$3,182,177	10%	$360,000	$57,823
Home Furnishings and Appliances	$973,591	$973,591	0%	$0	$0
Building Materials/Farm Implements	$755,783	$755,783	0%	$0	$0
Auto Dealers and Auto Supplies	$0	$0	0%	$0	$0
Service Stations	$4,100,000	$0	0%	$0	$4,100,000
Other Retail	$3,588,530	$3,588,530	0%	$0	$0
Total	**$81,249,700**	**$60,888,718**		**$6,943,162**	**$13,417,820**
Supercenter Only	$73,549,700				$9,259,998

(a) From Table 9. For store categories not in the Proposed Project (e.g., Apparel), this represents a capture of sales from that category in the Supercenter, due to the lack of retail in the Trade Area. General Merchandise is a remainder, taking the total Supercenter size and subtracting out all the other store categories except eating and drinking places and service stations.
(b) From Table 8.
(c) Capture from outside area is only assumed in the major categories representing the Supercenter, general merchandise and food. Many of the other categories only appear because the Supercenter is likely to shift Trade Area sales from these categories due to the lack of outlets. Persons outside the Trade Area are assumed to have ample shopping opportunities in apparel stores and thus are not likely to shift their sales to a store in the Trade Area. No capture of food store sales is assumed because of the convenience nature of most food store shopping. For general merchandise stores, it is assumed that the Suisun City store can capture some sales from the surrounding rural areas to the east and south, as well as some neighborhoods of Fairfield and other places such as Rio Vista. As perspective, the dollar amount of capture here represents only two percent of taxable general merchandise store sales in the City of Fairfield (see Table 6). Because of the Proposed Project's location on a major highway, it should also capture some outside sales at any restaurant in the project.
(d) Percent capture from outside area times estimated sales in Proposed Project.
(e) Estimated capture from current sales in Trade Area equals estimated sales in project less sales captured from leakage and sales captured from outside the Trade Area.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Summary of Retail Sales Trends and Leakage/Capture Analysis

Over the last decade, Suisun City's taxable retail sales have grown modestly, outpacing population growth somewhat. Taxable retail sales totaled approximately $81.9 million in the most recent four quarters reported. Taxable retail sales have shown sustained growth, even in the early part of this decade through the national and regional recession. Taxable retail sales growth has been similar in Fairfield, albeit from a far higher base. In Fairfield taxable retail sales totaled $1.35 million for the most recent four quarters reported. Regionally, Solano County has shown relatively strong growth, with a 47 percent increase in taxable retail sales to $367 billion over the 10-year study period, even though population only increased 14 percent. This increase in sales over and above the population increase is likely an indicator of increased purchasing power for the county's residents, based on rising incomes.

Suisun City's performance in overall per capita taxable retail sales and in most major store categories is very poor relative to the County and the State, while Fairfield is a strong performer overall and in most categories. These low per capita sales are a strong indicator that Suisun City residents are shopping outside their City, while Fairfield is capturing sales from beyond its borders, with much of that capture likely from Suisun City. Suisun City and Fairfield combined show total per capita taxable sales close to the figures countywide and statewide.

Suisun City's weakness as a retail destination is extremely pronounced in general merchandise sales. The only significant general merchandise store in the City is the Rite-Aid in the Sunset Center. In contrast, Fairfield has extremely high taxable general merchandise sales; even with the two cities combined, annual general merchandise per capita taxable sales are well above the countywide levels, indicating Fairfield's strength as a retail destination for this type of store. This is due to the presence of the only traditional regional mall in the County as well as a full complement of discount general merchandise outlets.

For food stores, Suisun City per capita sales are slightly below but close to the countywide benchmark, indicating that residents likely do most of their food store shopping within the City. Some shoppers may be going to preferred stores in Fairfield, drawn by lower prices or unique items. The most recent published data include the recently closed Albertson's, and this closure is likely to lead to a decline in overall and per capita food store sales in Suisun City.

With the exception of service stations, Suisun City shows per capita sales well below countywide benchmarks for the remaining major retail categories. In most of these remaining categories, per capita taxable sales are less than a third of those countywide. For service stations, Suisun City is outperforming the County by a small margin.

Key components of the demand for new retail space in the Trade Area are capture of sales from Trade Area residents that are currently occurring elsewhere (leakage), and population and income growth. BAE has conservatively assumed no increase in sales from income growth, so the estimates here for retail sales potential will be based on leakage and population growth only.

In 2009, the assumed timing of project completion, the Trade Area shows significant leakage in all major retail categories except Service Stations, with total net retail taxable sales leakage slightly over $236 million annually (in 2005 dollars). Much of this is in categories that, given the limited direct competition within the Trade Area, the Proposed Project may be able to capture because of the broad array of goods available at a Supercenter, thus shifting the store mix slightly from what might be expected from county and statewide data.

BAE has estimated the Proposed Project's potential capture of leakage in each major retail category in 2009. The lack of nearby competitive retail in several categories is expected to lead to a capture of sales in store categories other than general merchandise and food. Most of the capture will be in the general merchandise store and food store categories, with limited capture in apparel stores, eating and drinking places, home furnishings and appliances stores, building materials outlets, and the other retail stores category as delimited by the State Board of

Equalization. No leakage is presumed from auto dealers and auto supplies or service stations. Since some buyers will still seek out different types of shopping, such as mall-type stores or warehouse clubs, the proposed Suisun City Supercenter is only estimated to capture two-thirds of the leakage in general merchandise stores, even though it is the only major general merchandise store in the Trade Area. The supermarket component is estimated to have a higher capture of 80 percent from food stores, since this is a more locally oriented type of retail. For the restaurant, any one outlet of a particular type is constrained in terms of capturing the overall leakage, so capture has been estimated at only 25 percent. Based on its analysis, BAE estimates that the Proposed Project could capture approximately $60.9 million of the total $236 million in sales leakage from the Trade Area, or slightly over one-fourth of the total leakage.

Because of the constraints of the Trade Area due to limited population and site access and the presumed presence of the North Texas Street Supercenter which will capture most sales from Fairfield, BAE estimates that the Walters Road Supercenter will perform below Wal-Mart companywide averages, with sales per square foot in 2009 of $342 per square foot (2005 dollars). Overall for the proposed project in 2009, the Supercenter is estimated to have sales of approximately $73.5 million annually, with the restaurant component generating $3.6 million in annual sales and the service station generating $4.1 million, for a total project sales projection of $81.2 million annually. The analysis indicates an estimated capture of $13.4 million from existing outlets, with $9.3 million attributable to the Supercenter. The entire $4.1 million in service station sales will be captured from existing outlets since there was no leakage in this category and no sales are assumed to come from outside the Trade Area. The following chapter discusses the impacts on particular retail stores and centers.

Impacts on Competing Retail Nodes

This chapter compiles an inventory of competing retail nodes, and using the information on general sales volumes by store type and the supportable square footage analysis above, estimates the impacts of the Proposed Project on sales of existing retailers in the Trade Area.

Major Competing Retail Nodes in the Trade Area

As indicated by the published retail sales data, there is a limited amount of retail space in the Trade Area. Figure 5 maps the existing competing retail nodes in the Trade Area, as well as showing other major planned projects in the Trade Area, and the locations of the existing and planned Wal-Marts in Fairfield (not shown are other retail nodes in Fairfield).

Significant retail nodes and centers in the Trade Area include Heritage Park and Sunset Center and some surrounding retail at the intersection of Highway 12 and Sunset Avenue, the Marina Shopping Center, and downtown Suisun City.

Heritage Park Shopping Center. This is the largest and most modern shopping center in the Trade Area, and is located approximately 1.8 miles from the Proposed Project at the northwest corner of the intersection of State Highway 12 and Sunset Avenue, with access from Sunset Avenue. The center encompasses 164,299 square feet of space. Heritage Park is anchored by a 60,000 square-foot Raley's; other major tenants include Ace Hardware, Hollywood Video, and American Home Furnishings. Minor tenants include a range of retail and commercial uses, including restaurants, apparel and home furnishings stores, financial institutions, medical and veterinary offices, and personal services. The only vacant space as of late July 2006 was a single small space adjacent to Ace Hardware. This center opened in 1989, and is the newest and largest major retail center in the Trade Area. The primary competitor in this center to the Proposed Project is the Raley's. Other outlets potentially affected in a significant way include the restaurants and the service station.

Center management did not respond to repeated calls requesting information on the center or the possible impacts of the Proposed Project on its tenants. Raley's representatives also declined to be interviewed.

Sunset Center. This center is at the northeast corner of State Highway 12 and Sunset Avenue, directly across Sunset Avenue to the east of the Heritage Park Shopping Center, and approximately 1.7 miles from the Proposed Project. Primary access is from Sunset Avenue with limited access directly from State Highway 12 westbound. The largest space in this center, at 29,072 square feet, was just vacated by Albertson's at the end of July, 2006. The co-anchor of the center is a Rite-Aid drug store in an 18,043 square-foot space. The main building of the center is 98,279 square feet including the two large spaces already mentioned, with the remainder occupied by small tenants, mostly independent retail or restaurant businesses, with none occupying a space larger than 3,000 square feet. To the front of the center are several free-standing pads under separate ownership occupied primarily by fast food franchises. At the time of BAE's site visits in June and July 2006, the center was fully occupied, although the closure of

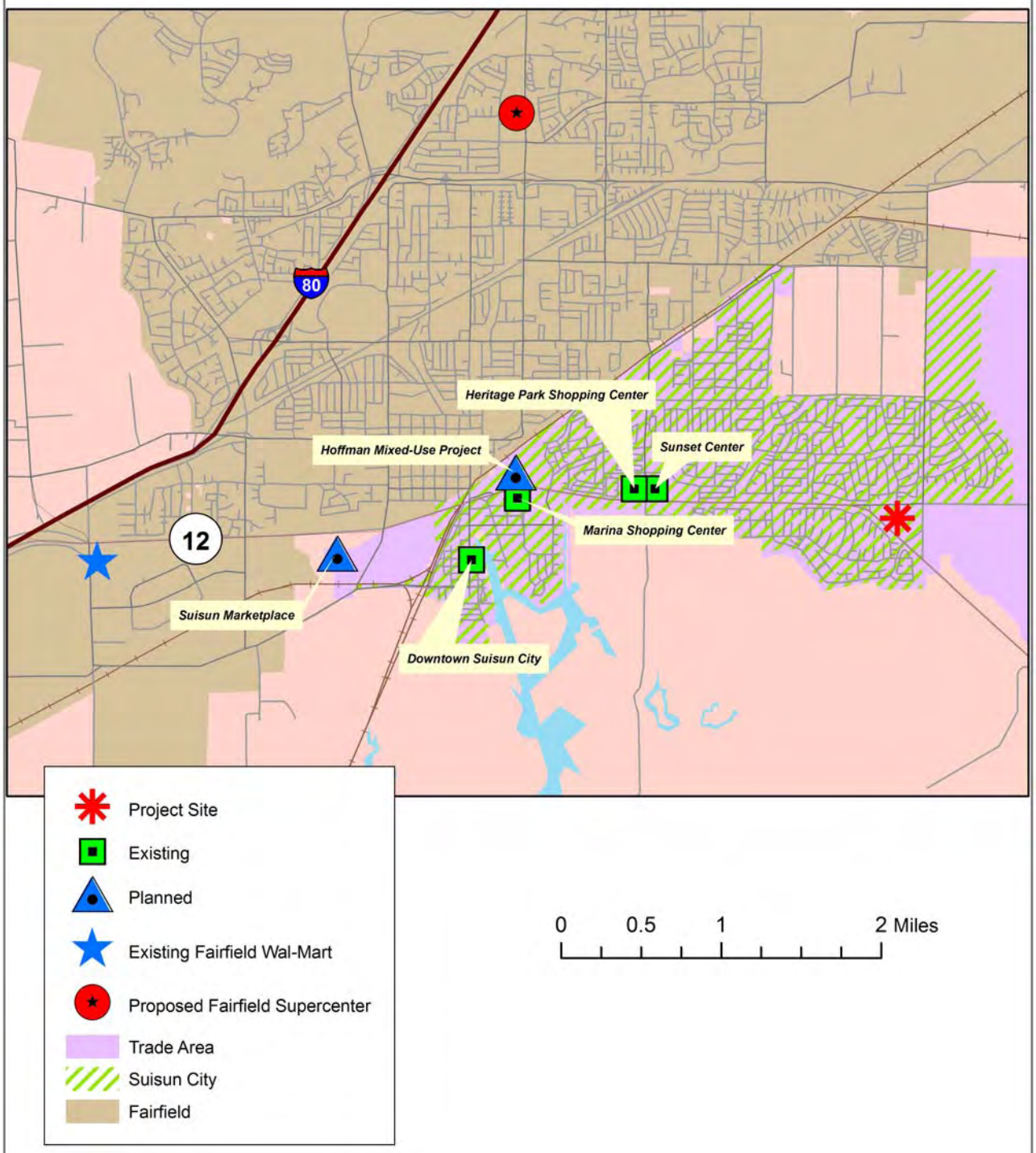
Albertson's had just been announced. This center opened in 1981, and while well-maintained and in good condition overall, it suffers from a somewhat dated appearance. The primary remaining competitor to the Proposed Project in this center is the Rite-Aid store. When contacted, center management was unsure as to the future of the Albertson's space; Albertson's has a long-term lease and will continue to pay rent for their closed store. They also stated that since the Albertson's had been performing poorly for an extended period, the complete closure may have less of an impact on other tenants than might be expected. They also believe that the Rite-Aid will see some loss of business to the Supercenter. Rite-Aid was also contacted and confirmed that they expected some loss of sales to the Supercenter. The other outlets in this center that may be directly competitive with the proposed project are the Chevron station and the restaurants.

Marina Shopping Center. This is an older and smaller center of several buildings, located 2.7 miles from the Proposed Project between State Highway 12 and Lotz Way to the east of Main Street. An exit from eastbound State Highway 12 leads directly into the center's parking lot, and additional access is available from Lotz Way to the south, and from there to Main Street and State Highway 12 westbound. The center consists of approximately 100,000 square feet in eight single-story buildings, and has no single large anchor tenant, although several tenants occupy more than one unit. The largest stores are a furniture store, a uniform store, and a liquor/convenience store. The center has a mix of small independent retail and other outlets, including several churches, and effectively acts as an incubator space for small retail and service establishments. A site visit in late July, 2006 showed up to six small vacant units scattered throughout the center, among over 40 tenants; management reports vacancy as three percent. The center is well-maintained, but has a very dated appearance and is slightly run down. The age of the center and its layout preclude the capture of a large tenant. None of the existing tenants are directly competitive with major new retailers such as those in the Proposed Project. When contacted, center management stated that because of the specialized nature of their tenants, the center and its tenants were not likely to be greatly affected by the Proposed Project.

Downtown Suisun City. Downtown Suisun City extends along Main Street south from State Highway 12, roughly from Lotz Way south to Morgan Street. It is approximately 3.3 miles from the Proposed Project. There are a number of historic structures intermingled with somewhat newer buildings, with tenants including a mix of independent restaurants, bars, convenience stores, and small specialty shops. A limited number of storefronts were vacant, with one vacant restaurant exhibiting signs of deterioration. However, most of the properties are maintained, and the waterfront to the east of much of Main Street provides an amenity unlike anything available at the aforementioned shopping centers. The downtown provides a unique experience for visitors, but also suffers from poor highway visibility and access (compared to the other centers), with access solely from the north on Main Street. Due its unique character, it is not directly competitive with the Proposed Project, with the possible exception of the restaurants. However, these restaurants are more unique independent establishments, while the Proposed Project is likely to include a national chain restaurant.

Other Retail in Trade Area. Other existing retail in the Trade Area is generally near the above nodes; for instance, there are several fast food restaurants clustered across Highway 12 from the Heritage Park Shopping Center and the Sunset Center.

Figure 5: Competing Retail Centers in the Trade Area



Impacts of Proposed Project on Existing Outlets

Overview. This section assesses the impacts of the Proposed Project on sales at existing retail outlets in the Trade Area. Impacts assessed include those for all the major retail categories. Finally, the chapter considers cumulative impacts relating to other planned and proposed retail development in the Trade Area. Potential resulting physical impacts are discussed subsequently in the Urban Decay Analysis chapter.

Approach. The previous chapter concluded with findings regarding estimated capture from existing retail outlets in the Trade Area, as discussed in Tables 7 through 10. It should noted that the Trade Area growth in population will be gradual, while growth in retail space such as big box retail stores is "lumpy," with any new major store opening typically adding a large amount of square footage to the Trade Area all at once. As a result, <u>any</u> new addition of retail is likely to have a negative short-term impact on sales at existing stores, with the impact decreasing over time as population growth continues (assuming no more new stores are opened). The analysis below focuses on sales in the first year of operation at the Proposed Project, assuming that all components of the project are open in 2009. Impacts in 2015 are also assessed.

The estimated net change in sales from 2006 levels in existing outlets is calculated in Table 11. The three major store categories where sales are estimated to be below current levels following the opening of the Proposed Project are general merchandise stores, food stores, and service stations. Detailed discussion of estimated impacts by specific store type and specific stores follows.

While some capture has been assumed from residents outside the Trade Area, resulting impacts on outlets outside the Trade Area are assumed to be spread among the large inventory of retail in Fairfield and in cities beyond, with no single outlet likely to be affected significantly. As stated above, the estimated capture of non-resident general merchandise sales from beyond the Trade Area amounts to only two percent of Fairfield's current sales in this category. The capture in the eating and drinking category from residents outside the Trade Area amounts to less than half of one percent of Fairfield's sales in the category.

Estimated Impacts of Proposed Project on Existing Outlets at Project Opening. While the Supercenter sells a broad range of goods, and thus likely competes to some extent with a broad variety of outlets and is assumed to capture some sales from the Trade Area that would go to other types of outlets if they existed in the Trade Area, the key competitors for the Supercenter are in the general merchandise and food store categories, whose impacts are discussed below. The impacts of the restaurant and service station components are also discussed.

For other sectors, the analysis indicates that even if the Proposed Project takes some sales from existing outlets in 2009, sales will still be above the 2006 baseline. Thus even if some outlets are initially impacted to the point of closure, retail demand in the Trade Area should allow retenanting by other outlets of the same or other types. In any retail market, existing retail space is regularly vacated due to functional obsolescence or the general cycle of retail closures and openings over time. Retail markets always have a certain amount of vacant space due to normal turnover and changes in retailing, and this vacancy does not necessarily lead to physical impacts.

Table 11: Net Change in Sales at Existing Outlets in Trade Area in 2009 from 2006 Levels

Type of Store	$ Capture from 2009 Existing Outlets (a)	"Before" Sales in Existing Outlets, 2009 (b)	% Capture from Existing, 2009 (c)	"After" Sales in Existing Outlets, 2009 (d)	Sales in Existing Outlets, 2006 (e)	Change in Sales, 2006-2009 (f)	% Change in Sales, 2006-2009
Apparel Stores	$0	$1,450,274	0%	$1,450,274	$1,355,461	$94,813	7%
General Merchandise Stores	$1,720,704	$7,837,863	22%	$6,117,159	$7,325,458	($1,208,299)	-16%
Food Stores	$7,539,294	$35,710,463	21%	$28,171,169	$33,375,869	($5,204,701)	-16%
Eating and Drinking Places	$57,823	$17,920,062	0%	$17,862,239	$16,748,527	$1,113,712	7%
Home Furnishings and Appliances	$0	$2,474,286	0%	$2,474,286	$2,312,528	$161,758	7%
Building Materials/Farm Implements	$0	$7,594,146	0%	$7,594,146	$7,097,674	$496,472	7%
Auto Dealers and Auto Supplies	$0	$2,445,554	0%	$2,445,554	$2,285,674	$159,880	7%
Service Stations	$4,100,000	$31,118,094	13%	$27,018,094	$29,083,730	($2,065,636)	-7%
Other Retail	$0	$7,475,960	0%	$7,475,960	$6,987,215	$488,745	7%
Total	**$13,417,820**	**$114,026,701**	12%	**$100,608,880**	**$106,572,135**		
Supercenter Only	**$9,259,998**						

(a) From Table 10.
(b) From Table 7. Represents sales without Proposed Project in place, based on current per capita spending levels.
(c) Capture in 2009 divided by sales in 2009 (sales as assumed without Proposed Project).
(d) Represents estimated sales in existing outlets in Trade Areas with Proposed Project open and operating at stabilized levels.
(e) Estimated sales current year. From Appendix E, derived from most recent taxable sales data with adjustments for nontaxable items and closure of Albertson's.
(f) Estimated 2006 sales less adjusted sales, 2009.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

In 2009, the Proposed Project would capture 16 percent of the 2006 level of sales from general merchandise stores and food stores, and seven percent from service stations, for a total dollar capture of slightly below $8.5 million.

BAE estimates that in 2009, sales in general merchandise stores will decline by $1.2 million from current levels. Given that the Rite-Aid is the only significant competitor in the general merchandise category, most of the sales loss would be expected to occur at that store. It should be noted that absent actual sales data for this store, it was assumed to perform at company-wide average levels, so a loss of 16 percent would likely still allow a sustainable level of business.

A similar situation exists with respect to food stores, where Raley's is the lone major competitor following the closure of Albertson's. The loss of sales is estimated at $5.2 million of existing sales in this category. However, the analysis is based on an estimate that Raley's has effectively captured $4.6 million in sales from Albertson's (see Appendix E), so the estimated loss of sales for food stores prior to the Albertson's closure is significantly lower than 16 percent or $5.2 million.

Growth in sales in eating and drinking places means that the existing outlets are estimated to show no net loss in sales from existing levels.

For service stations, the overall loss is $2.1 million. Assuming seven outlets (based on most recent State Board of Equalization data), the loss per outlet would be approximately $295,000 annually. Most of these outlets are clustered along State Highway 12 to the west of the Proposed Project, so losses are unlikely to be focused on any one particular outlet.

Estimated Long-Term Impacts of Proposed Project on Existing Outlets. As the population of the Trade Area continues to increase, the impacts on existing outlets will be lessened (see Table 12). By 2015, the annual losses for general merchandise stores are estimated to decline to 10 percent of current sales, or $0.7 million. The losses for food stores are estimated to decline to nine percent of current sales, or $2.8 million, less than Raley's gain from the closure of Albertson's. For all other sectors, there is estimated to be a net gain from current sales levels.

Table 12: Net Change in Sales at Existing Outlets in Trade Area in 2015 from 2006 Levels

Type of Store	$ Capture from 2015 Existing Outlets (a)	"Before" Sales in Existing Outlets, 2015 (b)	% Capture from Existing, 2015 (c)	"After" Sales in Existing Outlets, 2015 (d)	Sales in Existing Outlets, 2006 (e)	Change in Sales, 2006-2015 (f)	% Change in Sales, 2006-2015
Apparel Stores	$0	$1,571,684	0%	$1,571,684	$1,355,461	$216,223	16%
General Merchandise Stores	$1,864,753	$8,494,013	22%	$6,629,260	$7,325,458	($696,198)	-10%
Food Stores	$8,170,449	$38,699,979	21%	$30,529,530	$33,375,869	($2,846,340)	-9%
Eating and Drinking Places	$62,663	$19,420,247	0%	$19,357,584	$16,748,527	$2,609,057	16%
Home Furnishings and Appliances	$0	$2,681,422	0%	$2,681,422	$2,312,528	$368,894	16%
Building Materials/Farm Implements	$0	$8,229,893	0%	$8,229,893	$7,097,674	$1,132,219	16%
Auto Dealers and Auto Supplies	$0	$2,650,284	0%	$2,650,284	$2,285,674	$364,610	16%
Service Stations	$4,443,233	$33,723,158	13%	$29,279,925	$29,083,730	$196,195	1%
Other Retail	$0	$8,101,813	0%	$8,101,813	$6,987,215	$1,114,599	16%
Total	**$14,541,099**	**$123,572,493**	12%	**$109,031,394**	**$106,572,135**		
Supercenter Only	**$10,035,202**						

(a) From Appendix F-4.
(b) From Appendix F-1. Represents sales without Proposed Project in place, based on current per capita spending levels.
(c) Capture in 2015 divided by sales in 2015 (sales as assumed without Proposed Project).
(d) Represents estimated sales in existing outlets in Trade Areas with Proposed Project open and operating at stabilized levels.
(e) Estimated sales current year. From Appendix E, derived from most recent taxable sales data with adjustments for nontaxable items and closure of Albertson's.
(f) Estimated 2006 sales less adjusted sales, 2015.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Impacts Outside of Trade Area

In addition to the sales captured from existing retailers in the area actually served by the Proposed Project (i.e., the Trade Area), the project is also estimated to capture sales currently leaking out of the Trade Area to outlets elsewhere. It is assumed here that all this leakage will be captured from outlets in Fairfield, because of its proximity to the Trade Area and its wide array of available retail outlets. To the extent that Suisun City residents are shopping beyond Fairfield, the following analysis may overstate the impacts in Fairfield. Because of distance and the large number of outlets beyond Fairfield where Trade Area residents could shop, it is highly unlikely that any individual outlet beyond Fairfield would be significantly impacted by the Proposed Project.

As noted above (see Table 8), the analysis estimates recapture of approximately $61 million in sales from outside the Trade Area. Assuming these sales are all captured from outlets in Fairfield, in 2009 the categories showing a loss of sales from 2006 baseline levels are general merchandise stores and food stores (see Table 13). General merchandise stores show a loss of approximately five percent; food store sales losses are estimated at less than half a percent. Because of continued growth in Fairfield, by 2015 sales at existing outlets will be above 2006 levels even with the Proposed Project in operation. Thus, while there are short-term negative effects on sales in Fairfield as leakage is recaptured, over a period of several years growth in Fairfield will allow sales to recover to above current levels for all major store categories.

Table 13: Net Change in Sales at Existing Outlets in Fairfield from 2006 Levels

Type of Store	$ Capture from 2009 Fairfield Outlets (a)	Sales in Fairfield Outlets, 2009 (b)	% Capture from Fairfield, 2009 (c)	"After" Sales in Fairfield Outlets, 2009 (d)	Sales in Fairfield Outlets, 2006 (e)	Change in Sales, 2006-2009 (f)	% Change in Sales, 2006-2009
Apparel Stores	$1,659,049	$70,325,896	2%	$68,666,846	$65,634,454	$3,032,392	5%
General Merchandise Stores	$35,583,881	$306,488,619	12%	$270,904,738	$286,042,758	($15,138,020)	-5%
Food Stores	$15,145,706	$217,207,744	7%	$202,062,038	$202,717,812	($655,774)	-0.3%
Eating and Drinking Places	$3,182,177	$130,432,514	2%	$127,250,337	$121,731,359	$5,518,978	5%
Home Furnishings and Appliances	$973,591	$61,532,667	2%	$60,559,077	$57,427,822	$3,131,255	5%
Building Materials/Farm Implements	$755,783	$108,209,186	1%	$107,453,403	$100,990,549	$6,462,854	6%
Auto Dealers and Auto Supplies	$0	$361,731,393	0%	$361,731,393	$337,600,286	$24,131,107	7%
Service Stations	$0	$105,613,955	0%	$105,613,955	$98,568,446	$7,045,509	7%
Other Retail	$3,588,530	$269,797,762	1%	$266,209,231	$251,799,549	$14,409,683	6%
Total	**$60,888,718**	**$1,631,339,736**	4%	**$1,570,451,019**	**$1,522,513,036**		

Type of Store	$ Capture from 2015 Fairfield Outlets (a)	Sales in Fairfield Outlets, 2015 (b)	% Capture from Fairfield, 2015 (c)	"After" Sales in Fairfield Outlets, 2015 (d)	Sales in Fairfield Outlets, 2006 (e)	Change in Sales, 2006-2015 (f)	% Change in Sales, 2006-2015
Apparel Stores	$1,659,049	$78,521,628	2%	$76,862,579	$65,634,454	$11,228,125	17%
General Merchandise Stores	$35,583,881	$342,206,596	10%	$306,622,715	$286,042,758	$20,579,957	7%
Food Stores	$15,145,706	$242,520,989	6%	$227,375,283	$202,717,812	$24,657,471	12%
Eating and Drinking Places	$3,182,177	$145,633,032	2%	$142,450,854	$121,731,359	$20,719,495	17%
Home Furnishings and Appliances	$973,591	$68,703,643	1%	$67,730,052	$57,427,822	$10,302,230	18%
Building Materials/Farm Implements	$755,783	$120,819,812	1%	$120,064,029	$100,990,549	$19,073,480	19%
Auto Dealers and Auto Supplies	$0	$403,887,326	0%	$403,887,326	$337,600,286	$66,287,040	20%
Service Stations	$0	$117,922,134	0%	$117,922,134	$98,568,446	$19,353,688	20%
Other Retail	$3,588,530	$301,239,811	1%	$297,651,281	$251,799,549	$45,851,732	18%
Total	**$60,888,718**	**$1,821,454,971**	3%	**$1,760,566,254**	**$1,522,513,036**		

(a) From Table 8. Assumes project is operating at stabilized sales levels.
(b) From Appendix F-5. Represents sales without Proposed Project in place, based on current per capita spending levels.
(c) Capture in 2009 or 2015 divided by sales in same year (sales as assumed without Proposed Project).
(d) Represents estimated sales in existing outlets in Fairfield with Proposed Project open and operating at stabilized levels.
(e) Estimated sales current year. From Appendix F-5, derived from most recent taxable sales data with adjustments for nontaxable items.
(f) Estimated 2006 sales less adjusted sales, 2009 or 2015.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

As to the focus of the short-term impacts, they would likely be in similar existing discount general merchandise stores, especially the existing Fairfield Wal-Mart which is also the closest

such store. However, the analysis here has already assumed that this store is slated for closure subsequent to the opening of the recently approved Fairfield Supercenter. Downtown Fairfield is also in close proximity to Suisun City, but contains a mix of smaller local-serving establishments supported in part by the daytime population of government workers. As with many older downtowns (including Suisun City's) this retail district has been competing with region-serving retail such as the mall and existing discount big box stores for many years already, and has refocused on a different market niche unlikely to be impacted in a substantial way by additional region-serving retail such as the Proposed Project.

Cumulative Impacts

Per CEQA requirements, the impacts of the Proposed Project must also be assessed in the context of other planned and proposed retail developments in the market area or affecting the Trade Area. In the Trade Area and nearby, there are several retail projects currently being developed or under consideration that may result in cumulative impacts.

First, it should be noted that the analysis already assumes that the North Texas Street Supercenter has been approved and will open prior to the Walters Road Proposed Project, and that the existing Wal-Mart on Chadbourne Road will be closed. Thus the impacts of this relocation/expansion of the Fairfield Wal-Mart have already been taken into account, primarily in narrowing the definition of the Trade Area to consist solely of Suisun City. Wal-Mart has stated their intention to close the Chadbourne store when the Fairfield Supercenter is open, as noted in the Draft EIR market impact analyses for both the North Texas Street project and the Gentry Project.[15] If this relocation/expansion is cancelled, this could significantly affect sales performance at the proposed Suisun City Supercenter, because the two Wal-Mart stores would be in close proximity. The primary effect would likely be poor sales performance at one or both of the Wal-Marts, as the Suisun City location would still be unlikely to attract many additional shoppers from Fairfield, while the Suisun City populace would split their shopping between the two outlets. There are also other proposed projects in Fairfield, with the largest being the 111,000 square-foot Laurel Creek Plaza portion of the Villages at Fairfield, located on the northeast corner of Air Base Parkway and Clay Bank Road. This center as proposed is community-serving, with the major anchors planned as a supermarket and a drug store. Because of its location and its local focus, it is unlikely to draw a significant number of customers from the Trade Area, thus limiting any cumulative impacts.

The largest proposed project in the Trade Area is the Gentry Development/Suisun Marketplace, which is a mixed use project slated to include a major power center on 71.3 acres on the southwest corner of State Highway 12 and Pennsylvania Avenue (see Appendix G for a list of projects in the pipeline in the Trade Area). The Draft EIR for this study was released in April, 2006, and certain sections of the DEIR were recirculated in September 2006 and again in August 2007. While this project at one time had a supercenter component, that alternative is no longer under consideration. The analysis here is of Modified Alternative 1, which includes a total of

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[15] *Final Draft Report, Wal-Mart Supercenter Economic Impacts Analysis*, Economic & Planning Systems, Inc., October 2005; *Gentry-Suisun Mixed Use Project, Economic Impact Analysis*, Sedway Group, March 2006.

490,000 square feet of retail space. This project is being positioned as a region-serving center, with a primary market area covering Suisun City and Fairfield. As such, it would compete primarily on a regional level and not with the local-serving retailers found in Suisun City; its location closer to the I-80 corridor makes the site more suitable for this type of use than the Walters Road site. As noted in this BAE analysis, Suisun City shows substantial leakage in almost all retail store categories, and the Gentry project could conceivably capture some of this leakage, although it would also require capture from Fairfield shoppers to be viable at its currently planned size. The combination of the two projects would not be likely to cause closures in, for instance, apparel stores in the Trade Area, since there are currently no significant mass-merchandise apparel stores in the Trade Area.

Another large project in planning stages is the Hoffman Mixed-Use Project, located north of Highway 12 and west of Marina Boulevard, and south of the Union Pacific rail line. This site has high visibility and good access to Highway 12. This project is currently in the conceptual planning stage, with a plan calling for 60,000 square feet of retail, along with light industrial and residential uses. Planning for this project is preliminary and tenant mix is unknown, and the parcel is currently vacant.

Another project of note is the Suisun Seafood Store, an 8,970 square-foot market recently opened on Lawler Center Drive to the south of Highway 12, across from the Sunset Center behind a row of fast-food franchises. This market will add an additional competitor in the food store category, but as planned is highly specialized and thus should not be directly competitive with the Proposed Project. This project was still under construction at the time of BAE's baseline analysis, and thus has been retained here in the cumulative impacts analysis.

Finally, the City, in the ongoing process of developing the downtown area, is undertaking the Main Street West Development, which encompasses projects on several parcels to be completed in phases. There are three parcels with retail components in process, including one under construction, one in plan review, and one awaiting construction drawings to complete the application. These projects total 27,453 square feet of space, much of it either definitely planned or tentatively set to be restaurant space. These projects are part of the City's efforts to create a shopping, dining, and entertainment destination in the "Old Town" area of the City. As the purpose is to create more of a regional draw with a distinct flavor, they will compete in a limited way with the restaurant uses for the Walters Road project, which is more likely to include a national franchise restaurant. As shown in Tables 11 and 12 above, restaurant sales demand in the Trade Area is great enough to absorb more restaurant space than is planned at Walters Road. The Main Street West project is likely to be positioned to attract visitors from outside the Trade Area with impacts on local-serving restaurants lessened as a result of this focus.

Table 14 shows the cumulative analysis for the Walters Road West Trade Area assuming all these projects and the Walters Road West project are approved and constructed by 2009. As such, it represents a "worst case" analysis, because some of these projects may not be completed by that date (e.g., Hoffman Mixed Use, which is only in the conceptual planning stage), and over time projected increases in population will lessen any impacts. BAE estimates that if all these projects were open and fully tenanted and operating at stabilized sales levels, Trade Area retail sales in

existing outlets would decline from 2006 levels by 11 percent in 2009, decreasing to only a two percent loss in 2015 as the Trade Area population continues to grow. Thus, while there may be short-term losses in sales, over the next several years these losses would abate to a non-substantial level, limiting long-term impacts.

Table 14: Cumulative Sales Impacts in the Trade Area

Retail Center	Square Feet	Sales per SF	Estimated Sales	
Walters Road West	227,019	$358	$81,250,000	(a)
Suisun Marketplace	490,000 (b)	$358 (c)	$175,371,000	
Other Projects	96,423 (d)	$358 (e)	$34,510,000	
Total for Proposed Projects	813,442		$291,131,000	
Less Leakages	($238,668,000) (f)			
Captures of Leakages from Walters Road West Trade Area:				
Walters Road West (g)	26%		($60,889,000)	
Suisun Marketplace (h)	25%		($59,667,000)	
Other Projects (i)	4%		($9,547,000)	
Captures by Project from Outside Walters Road Trade Area:				
Walters Road West (j)	9%		($6,943,000)	
Suisun Marketplace (k)	65%		($113,991,000)	
Other Projects (l)	60%		($20,706,000)	
Additional Sales above Leakage and Captures			$19,388,000	

	2009	2015
Estimated "Before" Sales in Trade Area Existing Stores (m)	$114,027,000	$123,572,000
% Capture of "Before" Sales by Proposed Projects	17%	16%
Estimated "After" Sales in Trade Area Existing Stores (n)	$94,639,000	$104,184,000
Current Estimated Sales in Trade Area Stores (o)	$106,572,000	$106,572,000
Net Change in Sales from Baseline (2006) Levels	($11,933,000)	($2,388,000)
Net Change as % of Current Sales	-11%	-2%

All sales estimates in 2005 dollars, rounded to nearest thousand dollars.
(a) From Table 9. Rounded to nearest thousand.
(b) Based on Modified Alternative 1 from the Gentry-Suisun 2nd Partially Recirculated EIR.
(c) While overall retail averages are less than $300 per square foot per ULI estimates for regional and super community/community shopping centers, this center is likely to attract strong region-serving tenants with good performance. Thus sales per square foot have been estimated to match those at Walters Road West.
(d) From Appendix D.
(e) Information on tenant type for most of this space is extremely limited and speculative at this time. Thus sales per square foot have been estimated to match those at Walters Road West.
(f) From Table 10.
(g) From Table 8.
(h) Leakages are constrained in part because projects are unlikely to capture signficant sales in the automotive category, which accounts for much of the leakage.
(i) Since much of the retail mix is unknown, the overall capture is difficult to estimate. This capture rate is estimated based largely on capture from restaurant sales leakage, as the projects where the user information is available are largely restaurants.
(j) From Table 10.
(k) Because of its location and retail mix, it is estimated that the Suisun Marketplace will capture substantial sales from outside the assumed Walters Road Trade Area.
(m) Sales that would occure in existing outlets if proposed projects were not in place. From Tables 11 & 12.
(n) Before sales less captured proportion.
(j) From Table 11.

Source: Bay Area Economics, 2007, based on information from the City of Suisun City, the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Report, Trade Dimensions, Urban Land Institute (ULI/ICSC), and Hinderliter de Llamas (HdL).

Outside the Trade Area, the focus of impacts is likely to be in Fairfield; other retail nodes are distant enough that the impacts on any particular retail node should not be substantial. To the extent that these sales are captured from outside Fairfield, the impacts within Fairfield that are assumed here would be lessened. Even though the capture from outside the Walters Road West Trade Area (but assumed to be limited to Fairfield) is estimated at approximately $270 million, Fairfield's overall retail sales are at a much higher level than Suisun City, so the cumulative impacts (as shown in Table 15) would amount to a loss of only 11 percent for existing outlets in 2009. By 2015, even with both projects in place, retail sales in existing outlets in Fairfield are estimated to recover and increase to two percent above current levels.

Table 15: Cumulative Sales Impacts Outside the Trade Area

Sales Captured from Outside Walters Road Trade Area (Leakages + Inflows to Trade Area)		
Walters Road West (a)	$67,832,000	
Suisun Marketplace (a)	$173,658,000	
Other Projects (a)	$30,253,000	
Total Sales Captured from Outside Trade Area	$271,743,000	
	2009	**2015**
Estimated "Before" Sales in Fairfield Existing Stores (a)	$1,631,340,000	$1,821,455,000
% Capture of "Before" Sales by Proposed Projects	17%	15%
Estimated "After" Sales in Fairfield Existing Stores (b)	$1,359,597,000	$1,549,712,000
Current (2006) Estimated Sales in Fairfield Stores (c)	$1,522,513,000	$1,522,513,000
Net Change in Sales from Baseline (2006) Levels	($162,916,000)	$27,199,000
Net Change as % of Current (2006) Sales	-11%	2%

All sales estimates in 2005 dollars, rounded to nearest thousand dollars. Assumes that all sales are captured from Fairfield. To the extent that sales are captured from elsewhere, the impacts would be lessened in Fairfield; because of the distance to other retail nodes, it is unlikely that the level of sales captured from any other particular retail node would be signficant.

(a) From Table 14.
(b) "Before" sales less captured proportion.

Source: Bay Area Economics, 2007, based on information from the City of Suisun City, the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Report, Trade Dimensions, Urban Land Institute (ULI/ICSC), and Hinderliter de Llamas (HdL).

In summary, the cumulative impacts of the Walters Road West project in combination with other under construction, planned, and proposed projects should not result in long-term store closures within in the Trade Area or beyond.

Summary of Retail Impacts

Impacts on Existing Outlets. While the Supercenter sells a broad range of goods, and thus likely competes to some extent with a broad variety of outlets and is assumed to capture some sales from the Trade Area that would go to other types of outlets if they existed in the Trade Area, the key competitors for the Supercenter are in the general merchandise and food store categories,

which in the Trade Area consist in large part of the Raley's in Heritage Park and the Rite-Aid in the Sunset Center. In 2009, the Proposed Project would capture 16 percent of the 2006 level of sales from general merchandise stores and food stores.

Sales in general merchandise stores are projected to decline by $1.2 million from current levels. Given that the Rite-Aid is the only significant competitor in the general merchandise category, most of the 16 percent sales loss would be expected to occur at that store. Due to continued gradual population increases in the Trade Area, by 2015 the annual losses for general merchandise stores are estimated to decline to 10 percent of current sales, or $0.7 million. As the analysis assumes the Rite-Aid is performing at company averages, this loss should be sustainable.

Raley's is the lone major food store competitor following the closure of Albertson's. The loss of sales is estimated at $5.2 million of existing sales in this category. However, the analysis is based on an estimate that Raley's has effectively captured $4.6 million in sales from Albertson's, so the estimated loss of sales for food stores prior to the Albertson's closure is significantly lower than 16 percent or $5.2 million. By 2015, the losses for food stores are estimated to decline to nine percent of current sales, or $2.8 million, less than Raley's gain from the closure of Albertson's.

As growth in population drives increases in sales in eating and drinking places by 2009 the existing outlets in this category are estimated to show no net loss in sales from current levels.

For service stations, the overall loss is $2.1 million. Based on available data, the loss per outlet would be approximately $295,000 annually. Most of these outlets are clustered along State Highway 12 to the west of the Proposed Project, so losses are unlikely to be focused on any one particular outlet. By 2015, the gain in population should make per-outlet sales higher than current levels.

For other sectors, the analysis indicates that even if the Proposed Project takes some sales from existing outlets in 2009, sales will still be above the 2006 baseline.

Impacts Outside the Trade Area. The Proposed Project will also recapture sales to Suisun City residents that are currently shopping elsewhere, especially in Fairfield, and as a result will have an impact on retail outlets outside the Trade Area. Assuming these sales mostly occur in Fairfield, the extent of this capture is relatively small compared total retail sales in Fairfield, with population growth in Fairfield compensating for the lost sales from Suisun City residents over the next several years. In 2009, only general merchandise and food stores show an estimated loss of sales from current levels, and by 2015, growth in Fairfield indicates that all store types should have sales above current levels even with the Proposed Project in place.

Cumulative Impacts. It is estimated that the cumulative impacts of the Walters Road West project in combination with other under construction, planned, and proposed projects should not result in long-term store closures within in the Trade Area or beyond. The analysis already assumes that the North Texas Street Supercenter will be approved and open by the time the Walters Road Proposed Project opens, and that the existing Wal-Mart on Chadbourne Road will be closed. The other proposed projects in Fairfield are not region-serving and would be unlikely

to draw a significant number of customers from the Trade Area, thus limiting any cumulative impacts.

The largest proposed project in the Trade Area is the Gentry Development/Suisun Marketplace, which is a mixed use project slated to include a major power center. While this project at one time had a supercenter component, that alternative is no longer under consideration; current plans call for a total of 490,000 square feet of retail space. This project is being positioned as a region-serving center, with a primary market area covering Suisun City and Fairfield. As such, it would compete primarily on a regional level and not with the local-serving retailers found in Suisun City; its location closer to the I-80 corridor makes the site more suitable for this type of use than the Walters Road site. As noted in this BAE analysis, Suisun City shows substantial leakage in almost all retail store types, and the Gentry project could conceivably capture some of this leakage, although it would also require capture from Fairfield to be viable at its currently planned size. The combination of the two projects would not be likely to cause closures in, for instance, apparel stores in the Trade Area, since there are currently no significant mass-merchandise apparel stores in the Trade Area. The other projects in the pipeline in the Trade Area total an estimated 96,423 square feet of retail space, most of it undesignated as to retail tenant type and/or in the conceptual planning stage.

BAE estimates that if all these projects as well as the Proposed Project were open and fully tenanted and operating at stabilized sales levels, Trade Area retail sales in existing outlets would decline from 2006 levels by 11 percent in 2009, decreasing to only a two percent loss in 2015 as the Trade Area population continues to grow. Thus, while there may be short-term losses in sales, over the next several years these losses would abate to a non-substantial level, limiting long-term impacts.

Outside the Trade Area, the focus of impacts is likely to be in Fairfield; other retail nodes are distant enough that the impacts on any particular retail node should not be substantial. To the extent that these sales are captured from outside Fairfield, the impacts within Fairfield discussed here would be lessened. Even though the capture from outside the Walters Road West Trade Area is estimated at approximately $270 million, Fairfield's overall retail sales are at a much higher level than Suisun City, so the cumulative impacts would amount to a loss of only 11 percent for existing outlets in 2009. By 2015, even with both projects in place, retail sales in existing outlets in Fairfield are estimated to recover and increase to two percent above current levels.

Urban Decay Analysis

Introduction

Following are the analysis and findings regarding potential urban/suburban decay and physical deterioration resulting from the impacts of the Proposed Project. As stated in the Introduction to this report, recent California court decisions have made clear that for large retail developments CEQA requires, as part of the EIR process, an economic impact analysis to assess the possibility of "urban decay" and deterioration and indirect physical impacts on the environment. To fully satisfy the requirements of an EIR, the economic analysis must start with the economic impacts, and follow the causal chain to assess the likelihood of new retail space causing long-term vacancies in existing retail space and ultimately leading to urban decay and physical deterioration of existing retail centers and nodes. In the words of *Bakersfield Citizens for Local Control v. City of Bakersfield, Panama 99 Properties LLC, and Castle & Cooke Commercial-CA, Inc.,* the analysis is required to assess whether a new retail development "could cause a ripple of store closures and consequent long-term vacancies that would eventually result in general deterioration and decay within and outside the market area" of the proposed development. Further, "[t]hese effects include, but are not limited to, physical decay and deterioration resulting from store closures in the same market area or in established areas of the community (i.e., the 'traditional downtown area') due to competitive pressures, followed by an inability to easily re-lease the vacated premises." One concern is that large retailers that dominate sales in their merchandise lines "will displace older, smaller retail stores and shopping centers, leaving long-term vacancies that deteriorate and encourage graffiti and other unsightly conditions." The EIR "must analyze the cumulative impacts resulting from construction and operation of the proposed shopping center in conjunction with all other past, present or reasonably foreseeable retail projects that are or will be located within the proposed project's market area" and determine the likelihood that a project "individually and/or cumulatively, indirectly could trigger the downward spiral of retail closures and consequent long-term vacancies that ultimately result in decay."

Direct Economic Impacts

Based on the retail analysis in the previous chapter, the Proposed Project is not expected to have significant economic impacts at any of the retail centers in the Trade Area, or elsewhere as sales are recaptured within Suisun City. While the Raley's in the Heritage Park Shopping Center and the Rite-Aid in the Sunset Center are projected to have a loss of sales initially, these losses are not large and will decrease over time, with no expected net decline from levels at Raley's prior to the closure of Albertson's by 2015, and only a nine percent loss in Rite-Aid's general merchandise category. While the closure of Albertson's may cause difficulties at the Sunset Center, that closure preceded the Proposed Project and thus cannot be seen as resulting from it. Furthermore, the size of the Albertson's space makes it functionally obsolete as a modern full-service supermarket, so finding a new supermarket tenant would be problematic even without the Proposed Project built. The other centers, downtown and the Marina Shopping Center, are focused on different market segments and as a result should not see significant impacts that could lead to urban decay.

Conclusions Regarding Urban Decay and Physical Deterioration

As discussed above, the Proposed Project is not estimated to have significant economic impacts on any of the existing retail nodes, either alone or cumulatively, because the Proposed Project will in large part be supported by expenditures by Trade Area residents that would otherwise occur outside the Trade Area; these losses would be spread among a large number of outlets in the larger regional market area, and would disappear over the next several years. Since the causal chain does not link the project to significant economic impacts, there are also no likely urban decay impacts in the Trade Area or elsewhere. With the exception of the recently closed Albertson's, retail vacancies are low in the Trade Area, and that vacancy is not linked to the Proposed Project. BAE's site visits to the existing centers found no current evidence of urban decay or physical deterioration resulting from vacancy, deferred maintenance, or disinvestment, with the exception of some dilapidated structures downtown. Construction of the Proposed Project is not likely to cause urban decay in any of the existing retail centers in the Trade Area, either by itself or cumulatively. Outside the Trade Area any economic impacts will be spread among the large base of retailers in Fairfield and the region beyond, with minimal impacts on any particular stores or centers; urban decay beyond the Trade Area also is not expected as a result of the Proposed Project.

Appendices

Appendix A: Unemployment and Labor Force Trends in Civilian Labor Force

	Suisun City				Solano County			
	Labor Force (a)	Employ-ment	Unemploy-ment	Unem-ployment Rate	Labor Force (a)	Employ-ment	Unemploy-ment	Unem-ployment Rate
1995	n/a	n/a	n/a	n/a	171,800	158,200	13,600	7.9%
1996	n/a	n/a	n/a	n/a	173,600	160,100	13,500	7.8%
1997	n/a	n/a	n/a	n/a	177,900	166,200	11,700	6.6%
1998	n/a	n/a	n/a	n/a	182,200	172,100	10,100	5.6%
1999	n/a	n/a	n/a	n/a	189,100	180,300	8,800	4.6%
2000	13,700	13,100	600	4.0%	198,700	189,700	9,000	4.5%
2001	13,600	13,000	600	4.7%	197,100	188,000	9,100	4.6%
2002	14,100	13,300	800	6.0%	203,100	191,200	11,900	5.9%
2003	14,300	13,400	900	6.5%	207,100	193,900	13,200	6.4%
2004	14,500	13,600	900	6.1%	208,000	195,700	12,300	5.9%
2005	14,600	13,800	800	5.6%	210,200	198,800	11,400	5.4%
June 2006 (b)	14,700	13,900	800	5.3%	212,000	201,100	10,900	5.1%
					Change, 1995-2005			
					38,400	40,600	(2,200)	
					22.4%	25.7%	-16.2%	
Change, 2000-2005					**Change, 2000-2005**			
Number	900	700	200		11,500	9,100	2,400	
Percent	6.6%	5.3%	33.3%		5.8%	4.8%	26.7%	

Notes:
(a) Civilian Labor Force refers to workers by place of residence. Sum may not equal parts due to independent rounding.
Data represent annual averages of monthly employment data.
(b) Preliminary.

Sources: California Employment Development Department; Bay Area Economics, 2006.

Appendix B: Comparison of Taxable and Nontaxable Retail Sales, Food Stores and Drug Stores

Food Stores	**Suisun City**	**Fairfield**	**Solano County**	**State**
Total Sales, in $000, from Economic Census (a) (b)**:**				
NAICS/SIC	445	445	445	445
Food and beverage stores	$33,643	$182,659	$691,546	$60,243,253
Taxable Sales, from State Board of Equalization (c)**:**				
Food Store Taxable Sales	$13,420	$58,410	$221,497	$18,951,412
Percent Taxable Sales:	**40%**	**32%**	**32%**	**31%**

Drug stores	**Solano County**	**State**
Total Sales, in $000, from Economic Census (a) (b)**:**		
NAICS/SIC	446110	446110
Drug Stores	$113,792	$17,635,808
Taxable Sales, from State Board of Equalization (c)**:**		
Drug Store Taxable Sales	$45,071	$5,745,634
Percent Taxable Sales:	**40%**	**33%**

Notes:
(a) Sales in $1,000s.
(b) Sales expressed in uninflated dollars.
(c) These are the best matches available for type of store. Because they are not necessarily exact matches, and because the Economic Census and the State Board of Equalization rely on different data gathering methodologies, the percentages calculated here should be seen as general guides rather than hard and fast rules for food stores. Individual stores may vary widely due to product mix and other factors.

Sources: 2002 Economic Census; California State Board of Equalization; Bay Area Economics, 2006.

Appendix C-1: Suisun City Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b) (c)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$644	#	$631	#	$583	#	#	$902	#	#	#
General Merchandise Stores	#	#	$2,146	#	#	#	$2,122	$2,123	#	#	#
Food Stores	$16,679	$16,732	$15,694	$14,505	$14,352	$15,688	$16,294	$14,094	$15,630	$15,995	$14,832
Eating and Drinking Places	$12,043	$12,385	$13,643	$13,752	$14,594	$14,093	$14,983	$14,886	$14,875	$15,699	$16,375
Home Furnishings and Appliances	$1,060	$1,124	$960	$835	$816	$1,342	$2,388	$2,541	$2,246	$1,954	$2,261
Building Materials and Farm Implements	$7,708	$8,444	$8,744	$9,163	$7,753	$7,324	$7,731	$7,359	$7,172	$7,189	$6,939
Auto Dealers and Auto Supplies	#	$221	#	#	$1,739	$1,971	$1,953	$2,136	$2,213	$2,325	$2,235
Service Stations	$13,139	$16,025	$16,423	$15,073	$15,819	$18,135	$16,539	$19,808	$21,369	$25,850	$28,435
Other Retail Stores	$9,176	$8,334	$6,355	$9,209	$8,414	$9,574	$7,032	$7,583	$10,682	$10,542	$10,852
Retail Stores Total	**$60,450**	**$63,266**	**$64,596**	**$62,537**	**$64,070**	**$68,127**	**$69,043**	**$71,432**	**$74,187**	**$79,554**	**$81,930**

Sales per Capita in 2005 $ (d)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$26	#	$25	#	$23	#	#	$34	#	#	#
General Merchandise Stores	#	#	$86	#	#	#	$80	$79	#	#	#
Food Stores	$677	$676	$627	$573	$558	$601	$614	$525	$580	$583	$539
Eating and Drinking Places	$489	$500	$545	$544	$568	$540	$565	$555	$552	$572	$595
Home Furnishings and Appliances	$43	$45	$38	$33	$32	$51	$90	$95	$83	$71	$82
Building Materials and Farm Implements	$313	$341	$349	$362	$302	$280	$291	$274	$266	$262	$252
Auto Dealers and Auto Supplies	#	$9	#	#	$68	$75	$74	$80	$82	$85	$81
Service Stations	$533	$647	$656	$596	$616	$694	$623	$738	$793	$942	$1,033
Other Retail Stores	$372	$337	$254	$364	$327	$367	$265	$283	$396	$384	$394
Retail Stores Total	**$2,452**	**$2,556**	**$2,579**	**$2,472**	**$2,493**	**$2,608**	**$2,603**	**$2,663**	**$2,752**	**$2,897**	**$2,976**
Population	**24,650**	**24,750**	**25,050**	**25,300**	**25,700**	**26,118**	**26,529**	**26,824**	**26,962**	**27,456**	**27,529**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) A "#" sign indicates data supressed to preserve confidentiality due to four or fewer outlets or sales of more than 80% of the category in one store. Suppressed sales have been combined with Other Retail Stores.
(d) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census. To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix C-2: Fairfield Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$40,912	$36,758	$34,071	$37,778	$41,350	$51,841	$57,326	$62,678	$64,445	$66,327	$64,141
General Merchandise Stores	$280,365	$265,617	$260,534	$266,681	$273,338	$285,264	$285,151	$284,082	$277,160	$280,253	$279,534
Food Stores	$55,833	$53,376	$57,015	$58,431	$64,414	$65,666	$66,419	$61,346	$60,391	$59,356	$63,349
Eating and Drinking Places	$91,660	$91,795	$92,490	$95,667	$96,672	$104,044	$106,826	$108,815	$111,658	$116,859	$118,962
Home Furnishings and Appliances	$69,240	$65,937	$58,598	$61,538	$58,654	$56,043	$58,070	$58,834	$56,785	$58,262	$56,121
Building Materials and Farm Implements	$78,598	$76,107	$79,380	$80,065	$92,456	$98,428	$97,384	$88,432	$89,946	$109,421	$98,693
Auto Dealers and Auto Supplies	$191,114	$184,981	$192,393	$196,961	$223,385	$258,662	$282,167	$300,971	$341,029	$334,398	$329,919
Service Stations	$67,391	$78,420	$81,313	$72,023	$79,988	$86,470	$84,905	$83,063	$86,828	$96,479	$96,326
Other Retail Stores	$152,415	$170,695	$184,590	$179,265	$209,433	$220,563	$224,442	$236,676	$224,678	$236,265	$246,070
Retail Stores Total	**$1,027,530**	**$1,023,687**	**$1,040,384**	**$1,048,408**	**$1,139,690**	**$1,226,981**	**$1,262,689**	**$1,284,897**	**$1,312,920**	**$1,357,621**	**$1,353,115**

Sales per Capita in 2005 $ (c)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$473	$423	$381	$412	$445	$539	$583	$619	$623	$635	$612
General Merchandise Stores	$3,241	$3,057	$2,911	$2,908	$2,939	$2,966	$2,901	$2,805	$2,678	$2,684	$2,667
Food Stores	$645	$614	$637	$637	$693	$683	$676	$606	$583	$569	$604
Eating and Drinking Places	$1,060	$1,056	$1,033	$1,043	$1,039	$1,082	$1,087	$1,074	$1,079	$1,119	$1,135
Home Furnishings and Appliances	$800	$759	$655	$671	$631	$583	$591	$581	$549	$558	$535
Building Materials and Farm Implements	$909	$876	$887	$873	$994	$1,023	$991	$873	$869	$1,048	$942
Auto Dealers and Auto Supplies	$2,209	$2,129	$2,150	$2,148	$2,402	$2,689	$2,871	$2,972	$3,295	$3,203	$3,147
Service Stations	$779	$902	$909	$785	$860	$899	$864	$820	$839	$924	$919
Other Retail Stores	$1,762	$1,964	$2,062	$1,955	$2,252	$2,293	$2,283	$2,337	$2,171	$2,263	$2,347
Retail Stores Total (b)	**$11,879**	**$11,780**	**$11,624**	**$11,433**	**$12,255**	**$12,757**	**$12,846**	**$12,687**	**$12,685**	**$13,004**	**$12,908**
Population	**86,500**	**86,900**	**89,500**	**91,700**	**93,000**	**96,178**	**98,294**	**101,276**	**103,505**	**104,401**	**104,824**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census. To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix C-3: Vacaville Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$68,471	$67,921	$73,656	$82,026	$81,279	$81,164	$74,443	$75,650	$86,555	$113,971	$127,280
General Merchandise Stores	$137,812	$139,508	$140,582	$149,867	$158,702	$162,937	$166,958	$177,852	$219,807	$227,279	$229,046
Food Stores	$52,693	$51,808	$54,335	$52,674	$52,668	$55,615	$58,591	$57,153	$55,700	$57,989	$60,139
Eating and Drinking Places	$92,075	$85,237	$84,369	$84,996	$87,730	$94,889	$96,505	$101,025	$102,090	$107,383	$109,163
Home Furnishings and Appliances	$33,409	$33,006	$35,925	$36,928	$40,898	$43,505	$44,453	$50,550	$55,347	$55,725	$54,521
Building Materials and Farm Implements	$32,663	$38,201	$49,769	$51,712	$61,242	$62,371	$70,923	$107,276	$109,666	$126,771	$125,748
Auto Dealers and Auto Supplies	$119,407	$143,308	$152,078	$170,899	$195,379	$204,456	$204,850	$225,481	$197,441	$230,211	$242,572
Service Stations	$59,188	$66,456	$62,270	$56,185	$67,831	$72,350	$69,182	$67,444	$72,046	$75,327	$74,832
Other Retail Stores	$68,933	$73,280	$82,821	$85,825	$97,895	$107,053	$103,204	$105,249	$116,674	$122,113	$126,170
Retail Stores Total	**$664,651**	**$698,724**	**$735,805**	**$771,111**	**$843,624**	**$884,341**	**$889,108**	**$967,680**	**$1,015,327**	**$1,116,770**	**$1,149,471**

Sales per Capita in 2005 $ (c)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$842	$832	$894	$974	$948	$916	$820	$815	$918	$1,197	$1,329
General Merchandise Stores	$1,695	$1,710	$1,706	$1,780	$1,852	$1,838	$1,839	$1,915	$2,332	$2,387	$2,391
Food Stores	$648	$635	$659	$626	$615	$627	$645	$615	$591	$609	$628
Eating and Drinking Places	$1,133	$1,045	$1,024	$1,009	$1,024	$1,070	$1,063	$1,088	$1,083	$1,128	$1,140
Home Furnishings and Appliances	$411	$404	$436	$439	$477	$491	$490	$544	$587	$585	$569
Building Materials and Farm Implements	$402	$468	$604	$614	$715	$704	$781	$1,155	$1,164	$1,332	$1,313
Auto Dealers and Auto Supplies	$1,469	$1,756	$1,846	$2,030	$2,280	$2,307	$2,256	$2,428	$2,095	$2,418	$2,532
Service Stations	$728	$814	$756	$667	$791	$816	$762	$726	$765	$791	$781
Other Retail Stores	$848	$898	$1,005	$1,019	$1,142	$1,208	$1,137	$1,133	$1,238	$1,283	$1,317
Retail Stores Total (b)	**$8,175**	**$8,563**	**$8,930**	**$9,158**	**$9,844**	**$9,977**	**$9,793**	**$10,421**	**$10,774**	**$11,731**	**$12,000**
Population	**81,300**	**81,600**	**82,400**	**84,200**	**85,700**	**88,642**	**90,789**	**92,861**	**94,239**	**95,200**	**95,786**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census. To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix C-4: Vallejo Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$17,419	$16,017	$16,787	$12,679	$10,217	$16,019	$23,444	$25,737	$25,128	$31,997	$36,774
General Merchandise Stores	$176,409	$161,883	$161,021	$166,187	$177,838	$202,482	$199,475	$198,191	$205,031	$209,863	$211,891
Food Stores	$67,677	$66,826	$64,867	$64,185	$65,927	$62,839	$60,586	$57,465	$57,388	$55,902	$56,356
Eating and Drinking Places	$92,754	$85,412	$85,449	$89,483	$91,370	$96,261	$95,611	$96,518	$100,814	$104,652	$106,316
Home Furnishings and Appliances	$20,143	$19,393	$18,496	$18,865	$20,000	$19,952	$25,698	$28,838	$29,845	$31,673	$31,102
Building Materials and Farm Implements	$60,961	$64,293	$68,357	$70,462	$68,001	$73,074	$76,286	$78,739	$81,141	$93,886	$88,179
Auto Dealers and Auto Supplies	$182,851	$187,975	$189,080	$214,980	$253,417	$291,285	$299,567	$300,061	$288,153	$296,266	$298,655
Service Stations	$70,428	$77,073	$74,191	$65,767	$70,206	$76,242	$79,058	$73,098	$81,020	$91,649	$93,393
Other Retail Stores	$73,114	$81,079	$76,681	$75,582	$81,813	$86,950	$92,112	$95,458	$94,140	$95,342	$95,202
Retail Stores Total	**$761,756**	**$759,951**	**$754,929**	**$778,190**	**$838,790**	**$925,104**	**$951,837**	**$954,105**	**$962,660**	**$1,011,230**	**$1,017,868**

Sales per Capita in 2005 $ (c)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$154	$142	$150	$113	$90	$137	$198	$215	$209	$264	$304
General Merchandise Stores	$1,556	$1,435	$1,443	$1,482	$1,560	$1,728	$1,685	$1,654	$1,701	$1,731	$1,751
Food Stores	$597	$592	$581	$573	$578	$536	$512	$480	$476	$461	$466
Eating and Drinking Places	$818	$757	$766	$798	$801	$822	$807	$805	$837	$863	$879
Home Furnishings and Appliances	$178	$172	$166	$168	$175	$170	$217	$241	$248	$261	$257
Building Materials and Farm Implements	$538	$570	$613	$629	$597	$624	$644	$657	$673	$774	$729
Auto Dealers and Auto Supplies	$1,612	$1,666	$1,694	$1,918	$2,223	$2,486	$2,530	$2,504	$2,391	$2,443	$2,468
Service Stations	$621	$683	$665	$587	$616	$651	$668	$610	$672	$756	$772
Other Retail Stores	$645	$719	$687	$674	$718	$742	$778	$797	$781	$786	$787
Retail Stores Total (b)	**$6,717**	**$6,737**	**$6,765**	**$6,942**	**$7,358**	**$7,897**	**$8,039**	**$7,962**	**$7,988**	**$8,340**	**$8,413**

Population	**113,400**	**112,800**	**111,600**	**112,100**	**114,000**	**117,148**	**118,405**	**119,836**	**120,516**	**121,256**	**120,990**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census.
To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix C-5: Solano County Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b)	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**3Q04-2Q05**
Apparel Stores	$132,274	$124,639	$128,262	$136,278	$137,310	$153,175	$161,488	$172,710	$187,985	$225,153	$245,140
General Merchandise Stores	$605,576	$578,973	$575,036	$595,856	$622,404	$664,415	$664,245	$673,168	$724,007	$760,653	$765,315
Food Stores	$250,067	$250,627	$247,236	$239,458	$238,457	$240,832	$244,397	$232,629	$232,879	$232,491	$237,597
Eating and Drinking Places	$335,515	$322,890	$326,724	$334,448	$343,042	$369,434	$374,516	$383,105	$392,469	$409,746	$416,459
Home Furnishings and Appliances	$133,787	$130,668	$125,846	$128,170	$128,077	$131,292	$143,443	$153,932	$161,888	$169,704	$165,914
Building Materials and Farm Implements	$226,610	$236,692	$264,536	$281,613	$305,829	$319,781	$341,558	$374,370	$386,051	$451,731	$445,513
Auto Dealers and Auto Supplies	$531,039	$559,230	$582,225	$632,777	$727,771	$817,526	$858,556	$896,343	$892,743	$929,980	$936,739
Service Stations	$264,033	$282,067	$283,975	$254,280	$286,305	$329,157	$308,317	$300,664	$331,912	$377,965	$390,164
Other Retail Stores	$375,555	$407,431	$426,476	$424,314	$505,392	$550,883	$548,611	$557,319	$543,169	$572,543	$589,198
Retail Stores Total	**$2,854,456**	**$2,893,216**	**$2,960,316**	**$3,027,194**	**$3,294,587**	**$3,576,493**	**$3,645,131**	**$3,744,240**	**$3,853,102**	**$4,129,967**	**$4,192,039**

Sales per Capita in 2005 $ (c)	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**3Q04-2Q05**
Apparel Stores	$359	$339	$346	$362	$358	$388	$402	$422	$454	$539	$585
General Merchandise Stores	$1,646	$1,574	$1,550	$1,581	$1,621	$1,682	$1,654	$1,646	$1,750	$1,822	$1,827
Food Stores	$680	$681	$666	$636	$621	$610	$608	$569	$563	$557	$567
Eating and Drinking Places	$912	$878	$880	$888	$893	$935	$932	$937	$949	$982	$994
Home Furnishings and Appliances	$364	$355	$339	$340	$334	$332	$357	$376	$391	$407	$396
Building Materials and Farm Implements	$616	$643	$713	$747	$796	$810	$850	$915	$933	$1,082	$1,064
Auto Dealers and Auto Supplies	$1,443	$1,520	$1,569	$1,679	$1,895	$2,070	$2,137	$2,191	$2,158	$2,228	$2,236
Service Stations	$717	$767	$765	$675	$746	$833	$768	$735	$802	$906	$932
Other Retail Stores	$1,021	$1,107	$1,149	$1,126	$1,316	$1,395	$1,366	$1,363	$1,313	$1,372	$1,407
Retail Stores Total (b)	**$7,757**	**$7,864**	**$7,977**	**$8,034**	**$8,580**	**$9,056**	**$9,074**	**$9,154**	**$9,315**	**$9,895**	**$10,008**

Population	**368,000**	**367,900**	**371,100**	**376,800**	**384,000**	**394,930**	**401,712**	**409,032**	**413,641**	**417,391**	**418,849**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census.
To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.

Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix C-6: California Taxable Retail Sales Trends, 1995 to 2005 (Adjusted for Inflation)

Sales in 2005 $000 (a) (b)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$13,772,517	$14,274,994	$14,553,156	$14,515,996	$13,774,868	$14,888,154	$14,925,990	$15,270,544	$16,149,702	$17,586,948	$18,049,994
General Merchandise Stores	$44,769,291	$44,718,359	$46,101,398	$47,984,278	$51,150,051	$53,109,276	$52,610,494	$52,777,151	$53,781,044	$55,942,918	$56,167,279
Food Stores	$19,031,443	$19,576,771	$20,098,969	$19,940,056	$20,650,846	$21,293,138	$20,985,312	$20,628,288	$20,647,994	$20,562,127	$20,851,517
Eating and Drinking Places	$33,491,073	$34,504,027	$35,660,828	$37,179,822	$39,018,555	$41,094,763	$41,081,003	$41,449,244	$42,608,897	$44,882,331	$45,550,302
Home Furnishings and Appliances	$12,949,616	$12,547,263	$12,158,242	$13,036,389	$14,398,261	$15,752,112	$14,863,259	$15,220,569	$16,069,385	$17,014,663	$17,226,244
Building Materials and Farm Implements	$19,859,771	$20,509,229	$22,208,801	$23,960,515	$26,751,863	$28,745,593	$29,500,091	$30,558,343	$32,655,103	$38,509,301	$37,995,529
Auto Dealers and Auto Supplies	$43,974,745	$46,048,879	$47,988,472	$52,468,970	$58,979,514	$65,739,158	$67,755,423	$69,468,226	$71,336,810	$73,397,690	$74,197,774
Service Stations	$22,481,638	$24,555,121	$24,382,467	$21,469,640	$24,424,559	$29,213,670	$27,453,011	$26,045,601	$29,485,616	$33,976,365	$35,370,748
Other Retail Stores	$45,348,639	$48,557,815	$51,049,884	$53,318,522	$58,114,926	$62,832,021	$58,540,290	$56,881,871	$57,944,552	$61,306,225	$61,923,883
Retail Stores Total	**$255,678,734**	**$265,292,460**	**$274,202,217**	**$283,874,187**	**$307,263,442**	**$332,667,886**	**$327,714,874**	**$328,299,836**	**$340,679,103**	**$363,180,573**	**$367,333,270**

Sales per Capita in 2005 $ (c)	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	3Q04-2Q05
Apparel Stores	$436	$448	$452	$444	$416	$440	$433	$435	$452	$485	$495
General Merchandise Stores	$1,416	$1,405	$1,431	$1,469	$1,543	$1,568	$1,528	$1,504	$1,507	$1,543	$1,539
Food Stores	$602	$615	$624	$611	$623	$629	$609	$588	$579	$567	$571
Eating and Drinking Places	$1,059	$1,084	$1,107	$1,138	$1,177	$1,213	$1,193	$1,181	$1,194	$1,238	$1,248
Home Furnishings and Appliances	$410	$394	$378	$399	$434	$465	$432	$434	$450	$469	$472
Building Materials and Farm Implements	$628	$644	$690	$734	$807	$849	$857	$871	$915	$1,062	$1,041
Auto Dealers and Auto Supplies	$1,391	$1,446	$1,490	$1,607	$1,780	$1,941	$1,967	$1,980	$1,999	$2,025	$2,034
Service Stations	$711	$771	$757	$657	$737	$862	$797	$742	$826	$937	$969
Other Retail Stores	$1,434	$1,525	$1,585	$1,633	$1,754	$1,855	$1,700	$1,621	$1,623	$1,691	$1,697
Retail Stores Total (b)	**$8,087**	**$8,333**	**$8,514**	**$8,693**	**$9,272**	**$9,821**	**$9,515**	**$9,356**	**$9,545**	**$10,020**	**$10,068**
Population	**31,617,000**	**31,837,000**	**32,207,000**	**32,657,000**	**33,140,000**	**33,873,086**	**34,441,561**	**35,088,671**	**35,691,472**	**36,245,016**	**36,486,606**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) Per capita sales calculated based on State Board of Equalization reported sales and annual Department of Finance population estimates benchmarked to the decennial Census.
To make the series more consistent, 3Q04-2Q05 population based on average of the 2004 and 2005 estimates, representing a mid-point between the two annual estimates.
Sources: State Board of Equalization; U.S. Bureau of Labor Statistics; 1990 and 2000 U.S. Census; State Department of Finance; Bay Area Economics, 2006.

Appendix D-1: Comparative Total Taxable Retail Sales, 3Q 2004-2Q 2005

Sales in 2005 $000 (a) (b) (c)	**Suisun City**	**Fairfield**	**Solano County**
Apparel Stores	#	$64,141	$245,140
General Merchandise Stores	#	$279,534	$765,315
Food Stores	$14,832	$63,349	$237,597
Eating and Drinking Places	$16,375	$118,962	$416,459
Home Furnishings and Appliances	$2,261	$56,121	$165,914
Building Materials and Farm Implements	$6,939	$98,693	$445,513
Auto Dealers and Auto Supplies	$2,235	$329,919	$936,739
Service Stations	$28,435	$96,326	$390,164
Other Retail Stores	$10,852	$246,070	$589,198
Retail Stores Total (b)	**$81,930**	**$1,353,115**	**$4,192,039**

(a) Retail sales have been adjusted to 2005 dollars using the California Consumer Price Index for All Urban Consumers, published by the State Dept. of Finance, based on data from the U.S. Bureau of Labor Statistics. Data from 3Q04-2Q05 have been adjusted using half the 2004 inflation rate.
(b) Analysis excludes all non-retail outlets (business and personal services) reporting taxable sales.
(c) A "#" sign indicates data supressed to preserve confidentiality due to four or fewer outlets or sales of more than 80% of the category in one store. Suppressed sales have been combined with Other Retail Stores.

Sources: State Board of Equalization, U.S. Bureau of Labor Statistics; State Department of Finance; Bay Area Economics, 2006.

Appendix D-2: Estimated Suisun City Taxable Retail Sales by Major Category, 3Q 2004-2Q 2005

Sales in 2005 $000 (a) (b) (c)	**Suisun City**
Apparel Stores	$1,325
General Merchandise Stores	$2,696
Food Stores	$14,832
Eating and Drinking Places	$16,375
Home Furnishings and Appliances	$2,261
Building Materials and Farm Implements	$6,939
Auto Dealers and Auto Supplies	$2,235
Service Stations	$28,435
Other Retail Stores	$6,831
Retail Stores Total	**$81,930**

This table provides estimates for the categories not disclosed by the State Board of Equalization due to confidentiality issues.
Sources for estimate: Economic Census 2002 and ZIP Code Business Patterns, 2003.
Rite Aid is the only significant general merchandise store in Suisun City. 2003 ZIP Code Business Patterns shows one drug store in the Suisun City ZIP Code, with 10 to 19 employees, and sales greater than $1,000,000.

Estimated General Merchandise Store Sales

Assumes Rite Aid is only significant sales generator

Rite-Aid Square Feet	18,043	from property owner web site
Chain-Wide Average Sales per SF	$406	from Rite-Aid 2006 Annual Report
Estimated Annual Sales	$7,325,458	
Percent Taxable	37%	based on percent prescription from Annual Report
Estimated taxable sales	$2,695,769	

The Economic Census reports a total of zero to 19 apparel store employees in Suisun City.
Using statewide Economic Census 2002 data for sales per employee:

Apparel store sales	$22,661,146,000
Apparel store employees	170,997
Sales per employee	$132,524
Est number of employees in Suisun	10
Estimated total taxable sales	$1,325,236

The estimated apparel and general merchandise sales are then subtracted out of the "other retail" total.

Source: Bay Area Economics, 2006, based on data from the State Board of Equalization, U.S. Bureau of Labor Statistics, State Department of Finance, and U.S. Census Bureau.

Appendix E: Baseline 2006 Per Capita Retail Sales

Store Category	3Q04-2Q05 Per Capita Taxable Retail Sales 2005 $ (a)		Estimated 2006 Taxable Retail Sales 2005 $ (b)		Total Adjusted Retail Sales 2005 $ (c)		2006 Per Capita Total Retail Sales 2005 $	
	Trade Area	**Solano County**	**Trade Area**	**Solano County**	**Trade Area**	**Solano County**	**Trade Area**	**Solano County**
Apparel Stores	$46	$578	$1,355,461	$249,849,216	$1,355,461	$249,849,216	$46	$578
General Merchandise Stores	$95	$1,806	$2,757,251	$780,016,286	$7,325,458	$844,079,569	$251	$1,954
Food Stores	$520	$561	$15,170,348	$242,161,041	$33,375,869	$756,753,253	$1,145	$1,752
Eating and Drinking Places	$575	$983	$16,748,527	$424,459,297	$16,748,527	$424,459,297	$575	$983
Home Furnishings and Appliances	$79	$391	$2,312,528	$169,100,737	$2,312,528	$169,100,737	$79	$391
Building Materials and Farm Implements	$243	$1,051	$7,097,674	$454,070,606	$7,097,674	$454,070,606	$243	$1,051
Auto Dealers and Auto Supplies	$78	$2,210	$2,285,674	$954,733,405	$2,285,674	$954,733,405	$78	$2,210
Service Stations	$998	$921	$29,083,730	$397,658,752	$29,083,730	$397,658,752	$998	$921
Other Retail Stores	$240	$1,390	$6,987,215	$600,516,443	$6,987,215	$600,516,443	$240	$1,390

Notes:
The purpose of this table is to provide a baseline estimate of per capita sale by major store category. The taxables sales data must be adjusted to take into account non-taxable sales.
The Trade Area consists of the Suisun City Sphere of Influence. Virtually all of the population of this area lives within Suisun City, and all of the retail is inside the City.
(a) From Table 6.
(b) Per capita taxable sales times 2006 population. 2006 population from Table 2, and shown below.
(c) Sales have been adjusted to take into account non-taxable items for food and drug stores. An additional adjusment has been made in this table for the closure of Albertson's in Suisun City.

Adjustments have been made as follows:

Percent of Total Sales that are Taxable	Trade Area	Solano County	
Drug Stores	36.8%	40%	Based on ratios from 2002 comparing Economic Census data (all sales) with SBE data (taxable sales only). See Appendix B. with exception of Suisun City drug stores, see Appendix D-2.
Food Stores	40%	32%	
Taxable Sales in 2005 $000			
General Merchandise Excluding Drugs	$0	$737,307	
Drug Store	$2,696	$42,709	Rite Aid is only significant general merchandise store in Suisun City.
Adjustment for Non-Taxable Drug Store	$4,630	$64,063	
Total Adjusted General Merchandise	$7,325	$844,080	
Adjustments for Albertson's Closure			
Estimated Albertson's Sales	$9,100		
% Capture by Raley's	50%		
Estimated Albertson's Sales lost to Trade Area	$4,550		
Total Adjusted Food	$33,375,869	$756,753,253	
2006 Population (ABAG-derived, from Table 2)	29,150	431,941	

Sources: Bay Area Economics 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, ABAG, and Rite-Aid 2006 Annual Report.

Appendix F-1: 2015 Leakage Analysis

Store Category	2006 Per Capita Total Retail Sales 2005 $ (a)		Estimated 2015 Taxable Retail Sales 2005 $ (b)		
	Trade Area	Solano County	Estimated Sales	Potential Sales	Injection/ (Leakage)
Apparel Stores	$46	$578	$1,571,684	$19,551,058	($17,979,374)
General Merchandise Stores	$251	$1,954	$8,494,013	$66,050,432	($57,556,418)
Food Stores	$1,145	$1,752	$38,699,979	$59,217,023	($20,517,044)
Eating and Drinking Places	$575	$983	$19,420,247	$33,214,546	($13,794,299)
Home Furnishings and Appliances	$79	$391	$2,681,422	$13,232,374	($10,550,953)
Building Materials and Farm Implements	$243	$1,051	$8,229,893	$35,531,673	($27,301,781)
Auto Dealers and Auto Supplies	$78	$2,210	$2,650,284	$74,709,252	($72,058,968)
Service Stations	$998	$921	$33,723,158	$31,117,365	$2,605,793
Other Retail Stores	$240	$1,390	$8,101,813	$46,991,269	($38,889,456)
Total					($256,042,499)

Notes:
The Trade Area consists of the Suisun City Sphere of Influence. Virtually all of the population of this area lives within Suisun City, and all of the retail is inside the City, so this analysis uses city population and taxable sales data.
(a) From Appendix E.
(b) Estimated sales based on continued per capita performance at existing levels times projected 2015 Suisun City population. Potential sales based on countywide per capita sales times projected 2015 Suisun City population.

2015 Trade Area Population (ABAG, from Table 2) 33,800

County per capita sales have been assumed as baseline against which to compare the Trade Area. Sales assumed to be "leaking" from the Trade Area if that area has per capita sales below county benchmark.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, ABAG, and Rite-Aid 2006 Annual Report.

Appendix F-2: 2015 Capture of Sales Leakage in Proposed Project

Store Category	Sales Leakage	Capture, Proposed Project	Captured Additional Sales
Apparel Stores	($17,979,374)	10%	$1,797,937
General Merchandise Stores	($57,556,418)	67%	$38,562,800
Food Stores	($20,517,044)	80%	$16,413,635
Eating and Drinking Places	($13,794,299)	25%	$3,448,575
Home Furnishings and Appliances	($10,550,953)	10%	$1,055,095
Building Materials and Farm Implements	($27,301,781)	3%	$819,053
Auto Dealers and Auto Supplies	($72,058,968)	0%	$0
Service Stations	$2,605,793	0%	$0
Other Retail	($38,889,456)	10%	$3,888,946
Total Additional Sales/Square Feet, 2015	**($256,042,499)**		**$65,986,042**

Notes:
Excludes all non-retail outlets (business and personal services) reporting taxable sales. Sales amounts rounded to nearest thousand dollars. Additional supportable square feet rounded to nearest thousand dollars. In some categories, the additional capturable sales were negligible and no additional supportable square footage is shown.
(a) For eating and drinking places, the estimate is based on the average of high and low sales data from HdL for family restaurants. Service Station sales derived from State Board of Equalization data, indicating per station sales in Suisun City of approximately $4.2 million. Applying $1,000 per square foot to the proposed station/convenience store sets the sales at the proposed service station at approximately this level. Economic Census data from 2002 lists only five service stations, but all of them reported as having convenience stores. Field surveys verify the accuracy of this assumption.

For other categories, sales per square derived from Wal-Mart 2006 Annual Report were used as a baseline, but it was determined that using this benchmark ($440 per s.f. annually) led to more sales overall than the market area could support even if the project captured all of the existing sales in the general merchandise category. More likely, the limited population base of the Trade Area will lead to lower sales levels overall. See text of report for additional discussion. In this analysis the sales were separated into general merchandise and food store benchmarks for the two components of the Supercenter, as follows:

General merchandise per square foot	$325	(used for capture from other store categories except food, such as apparel)
Food per sf	$542	
Weighted average per sf	$371	

These sales levels are higher than for 2009, owing to population growth and additional spending power in the Trade Area. See Appendix F-3.
(b) In some cases, this represents leakages in categories other than those in the Proposed Project; the assumption is that the lack of suitable stores in the Trade Area will lead residents to shift shopping patterns and, for instance, switch apparel shopping from apparel stores to the Supercenter.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Appendix F-3: Estimated Sales in Project in 2015

Type of Store	Estimated Sales in Proposed Project, 2009 (a)	Estimated Sales in Proposed Project, 2015 (b)	Square Feet (a)	Annual Sales per SF
Apparel Stores	$1,659,049	$1,797,937	5,530	$325
General Merchandise Stores	$43,887,747	$47,561,828	146,292	$325
Food Stores	$22,685,000	$24,584,084	45,370	$542
Eating and Drinking Places	$3,600,000	$3,901,375	8,000	$488
Home Furnishings and Appliances	$973,591	$1,055,095	3,245	$325
Building Materials/Farm Implements	$755,783	$819,053	2,519	$325
Auto Dealers and Auto Supplies	$0	$0	-	$0
Service Stations	$4,100,000	$4,443,233	4,100	$1,084
Other Retail	$3,588,530	$3,888,946	11,962	$325
Total	**$81,249,700**	**$88,051,552**	**227,019**	
Supercenter Only	$73,549,700	$79,706,943	214,919	

(a) For store categories not in the Proposed Project (e.g., Apparel), this represents a capture of sales from that category in the Supercenter, due to the lack of retail in the Trade Area. General Merchandise is a remainder, taking the total Supercenter size and subtracting out all the other store categories except eating and drinking places and service stations.

(b) Assumes sales will grow at same rate as population from 2009-2015

Population 2009	31,189
Population 2015	33,800
Percent change	8.4%

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Appendix F-4: Capture from Leakage, Outside Trade Area, and Existing Outlets, 2015

Type of Store	Estimated Sales in Proposed Project (a)	$ Capture from Leakage (b)	% Capture from Outside Area (c)	$ Capture from Outside Trade Area (d)	$ Capture from 2015 Existing Outlets (e)
Apparel Stores	$1,797,937	$1,797,937	0%	$0	$0
General Merchandise Stores	$47,561,828	$38,562,800	15%	$7,134,274	$1,864,753
Food Stores	$24,584,084	$16,413,635	0%	$0	$8,170,449
Eating and Drinking Places	$3,901,375	$3,448,575	10%	$390,138	$62,663
Home Furnishings and Appliances	$1,055,095	$1,055,095	0%	$0	$0
Building Materials/Farm Implements	$819,053	$819,053	0%	$0	$0
Auto Dealers and Auto Supplies	$0	$0	0%	$0	$0
Service Stations	$4,443,233	$0	0%	$0	$4,443,233
Other Retail	$3,888,946	$3,888,946	0%	$0	$0
Total	**$88,051,552**				**$14,541,099**
Supercenter Only	$79,706,943				$10,035,202

(a) From Appendix F-3. For store categories not in the Proposed Project (e.g., Apparel), this represents a capture of sales from that category in the Supercenter, due to the lack of retail in the Trade Area. General Merchandise is a remainder, taking the total Supercenter size and subtracting out all the other store categories except eating and drinking places and service stations.
(b) From Appendix F-2.
(c) Capture from outside area is only assumed in the major categories representing the Supercenter, general merchandise and food. Many of the other categories only appear because the Supercenter is likely to shift Trade Area sales from these categories due to the lack of outlets. Persons outside the Trade Area are assumed to have ample shopping opportunities in apparel stores and thus are not likely to shift their sales to a store in the Trade Area. No capture of food store sales is assumed because of the convenience nature of most food store shopping. For general merchandise stores, it is assumed that the Suisun City store can capture some sales from the surrounding rural areas to the east and south, as well as some neighborhoods of Fairfield and other places such as Rio Vista. Because of the Proposed Project's location on a major highway, it should also capture some outside sales at any restaurant in the project.
(d) Percent capture from outside area times estimated sales in Proposed Project.
(e) Estimated capture from current sales in Trade Area equals estimated sales in project less sales captured from leakage and sales captured from outside the Trade Area.

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, Wal-Mart Annual Reports, Trade Dimensions, and Hinderliter de Llamas (HdL).

Appendix F-5: Retail Sales Estimates for Fairfield, with No Suisun City Supercenter

Store Category	Per Capita Total Retail Sales 2005 $ (a)	Estimated Total Retail Sales 2005 $ (b) 2006	2009	Change, 06-09	2015	Change, 06-09
Apparel Stores	$602	$65,634,454	$70,325,896	$4,691,442	$78,521,628	$12,887,174
General Merchandise Stores	$2,622	$286,042,758	$306,488,619	$20,445,861	$342,206,596	$56,163,838
Food Stores (c)	$1,858	$202,717,812	$217,207,744	$14,489,932	$242,520,989	$39,803,177
Eating and Drinking Places	$1,116	$121,731,359	$130,432,514	$8,701,155	$145,633,032	$23,901,673
Home Furnishings and Appliances	$526	$57,427,822	$61,532,667	$4,104,845	$68,703,643	$11,275,821
Building Materials and Farm Implements	$926	$100,990,549	$108,209,186	$7,218,637	$120,819,812	$19,829,262
Auto Dealers and Auto Supplies	$3,095	$337,600,286	$361,731,393	$24,131,107	$403,887,326	$66,287,040
Service Stations	$904	$98,568,446	$105,613,955	$7,045,509	$117,922,134	$19,353,688
Other Retail Stores	$2,308	$251,799,549	$269,797,762	$17,998,213	$301,239,811	$49,440,263
Total		$1,522,513,036	$1,631,339,736	$108,826,700	$1,821,454,971	$298,941,935

Notes:

(a) From Table 6.

(b) Estimated sales based on continued per capita performance at existing levels times projected 2009 Fairfield population. Potential sales based on countywide per capita sales times projected 2009 Fairfield population.

	2006	2009	2015
Trade Area Population (ABAG-derived, from Table 2):	109,082	116,879	130,500

(c) Taxable food store sales have been adjusted as shown in Appendix B, using the factor for Fairfield: 32%

Source: Bay Area Economics, 2006, based on information from the CA State Board of Equalization, 2000 U.S. Census, 2002 Census of Retail Trade, State Department of Finance, and ABAG.

Appendix G: Planned, Proposed, and Under Construction Retail Space in the Trade Area

Project Name/Site	Total Square Feet	Comments
Main Street West		
Parcels 1 & 2	17,956	Under construction; possible restaurant
Parcel 3	5,437	In plan review; possible restaurant
Parcel 7	4,060	Incomplete submittal; restaurant
Suisun Seafood Center	8,970	Opened May 2007; included here because it was not open at time of original analysis
Gentry Project/Suisun Marketplace	490,000	2nd Recirculated DEIR
Hoffman Mixed-Use	60,000	In conceptual planning process
Total	**586,423**	

Source: City of Suisun City.