Road Segment		Type	Direction	LOS Std.	Existing Conditions										Background Conditions						Background + Project Conditions						Background + Alternative Project Site Plan Conditions						Cumulative Conditions					
					AM Peak Hr					PM Peak Hr					AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr		
						GPS		Synchro			GPS		Synchro																									
					Volume	Speed	LOS	Speed	LOS	Volume	Speed	LOS	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS	Volume	Speed	LOS
1 Highway 68	Between Josselyn Canyon Rd. and Olmsted Rd.	2-Lane Rural Highway	EB	C/D	1,094	17.0	F	17.0	F	670	26.0	E	26.0	E	1,244	14.6	F	796	24.1	F	**1,252**	**14.2**	**F**	**812**	**23.3**	**F**	**1,249**	**14.3**	**F**	**810**	**23.4**	**F**	1,765	5.4	F	1,224	6.6	F
			WB		931	25.0	F	25.0	F	1,321	26.0	E	26.0	E	1,024	24.4	F	1,502	16.5	F	**1,037**	**24.2**	**F**	**1,516**	**16.0**	**F**	**1,035**	**24.2**	**F**	**1,511**	**16.1**	**F**	1,455	11.0	F	2,042	7.0	F
2 Highway 68	Between Olmsted Rd. and Highway 218	2-Lane Rural Highway	EB	C/D	1,095	38.0	E	37.9	E	951	41.0	D	40.8	D	1,251	37.4	E	1,078	39.5	E	1,261	37.3	E	1,097	39.4	E	1,257	37.4	E	1,095	39.4	E	1,768	30.6	E	1,550	36.2	E
			WB		1,138	40.0	E	40.0	E	1,286	21.0	F	20.9	F	1,226	38.0	E	1,476	14.4	F	1,241	36.9	E	**1,493**	**14.1**	**F**	1,238	37.1	E	**1,487**	**14.2**	**F**	1,712	16.4	F	2,005	8.7	F
3 Highway 68	Between Highway 218 and Ragsdale Dr.	4-Lane Highway	EB	C/D	1,432	37.0	E	39.2	E	1,067	39.0	E	38.8	E	1,612	36.6	E	1,224	38.8	E	1,626	36.5	E	1,251	38.8	E	1,620	36.6	E	1,248	38.8	E	2,010	39.0	E	1,594	38.5	E
			WB		1,345	34.0	E	34.4	E	1,726	42.0	D	41.8	D	1,464	33.5	E	1,951	36.8	E	1,486	33.2	E	1,973	35.8	E	1,482	33.3	E	1,967	36.2	E	1,862	14.9	F	2,353	15.6	F
4 Highway 68	Between Ragsdale Dr. and York Rd.	2-Lane Rural Highway	EB	C/D	922	44.0	D	44.1	D	919	43.0	D	43.4	D	1,007	42.4	D	1,040	40.9	D	1,021	42.2	D	1,067	40.3	D	1,015	42.3	D	1,064	40.4	D	1,345	37.7	E	1,397	21.9	F
			WB		1,203	47.0	C	46.6	C	1,271	45.0	D	44.9	D	1,300	42.6	D	1,391	44.2	D	1,322	42.0	D	1,413	43.9	D	1,318	42.1	D	1,407	44.0	D	1,686	31.2	E	1,766	37.7	E
5 Highway 68	Between York Rd. and Boots Rd.-Pasadera Dr.	2-Lane Rural Highway	EB	C/D	788	40.0	E	39.6	E	1,133	23.0	F	23.3	F	869	39.9	E	1,296	22.2	F	883	39.8	E	**1,324**	**21.8**	**F**	877	39.9	E	**1,321**	**21.9**	**F**	1,261	33.5	E	1,757	14.2	F
			WB		1,415	39.0	E	39.0	E	1,205	51.0	B	47.1	C	1,548	34.1	E	1,323	46.9	C	1,571	33.0	E	1,345	46.1	C	1,566	33.2	E	1,339	46.3	C	2,069	20.6	F	1,779	36.2	E
6 Highway 68	Between Boots Rd.-Pasadera Dr. and Laureles Grade Rd.	2-Lane Rural Highway	EB	C/D	772	40.0	E	39.6	E	1,090	11.0	F	11.2	F	858	41.7	D	1,242	10.9	F	873	41.5	D	**1,272**	**10.6**	**F**	866	41.6	D	**1,268**	**10.6**	**F**	1,236	25.8	E	1,694	7.6	F
			WB		1,351	40.0	E	40.0	E	1,102	40.0	E	39.6	E	1,472	26.8	E	1,223	34.9	E	1,496	25.8	E	1,247	33.4	E	1,492	26.0	E	1,240	33.8	E	2,003	13.7	F	1,673	15.9	F
7 Highway 68	Between Laureles Grade Rd. and Corral de Tierra Rd.	2-Lane Rural Highway	EB	C/D	876	44.0	D	44.0	D	1,309	21.0	F	21.2	F	967	38.7	E	1,483	15.7	F	994	37.7	E	**1,517**	**15.1**	**F**	986	38.2	E	**1,514**	**15.1**	**F**	1,366	19.3	F	1,976	10.8	F
			WB		1,373	35.0	E	35.4	E	1,074	52.0	B	51.9	B	1,508	28.8	E	1,218	51.6	B	1,535	27.7	E	1,245	50.6	B	1,531	27.9	E	1,238	50.9	B	2,034	15.6	F	1,640	33.8	E
8 Highway 68	Between Corral de Tierra Rd. and San Benancio Rd.	2-Lane Rural Highway	EB	C/D	1,020	26.0	E	26.3	E	1,365	21.0	F	21.7	F	1,125	36.1	E	1,536	20.3	F	1,143	34.3	E	**1,570**	**19.2**	**F**	1,135	35.1	E	**1,567**	**19.4**	**F**	1,556	13.2	F	2,065	12.0	F
			WB		1,305	31.0	E	30.9	E	1,149	28.0	E	27.6	E	1,444	14.9	F	1,296	16.4	F	**1,471**	**14.3**	**F**	**1,316**	**15.0**	**F**	**1,467**	**14.4**	**F**	**1,309**	**15.5**	**F**	1,985	7.8	F	1,791	5.0	F

Notes:
1. Levels of service in **BOLD** represent significant project impacts.
2. Segments 1 through 8 were analyzed using the Synchro traffic analysis software. The segment speeds in the Synchro model were calibrated with the existing segment speeds, which were obtained in the field using GPS speed data. The projected speeds in subsequent scenarios were obtained by adding the projected traffic volumes in future scenarios to the existing calibrated speeds in Synchro. The levels of service are based on the following speeds obtained from the 2000 Highway Capacity Manual for Two-Lane Highways.

Road Segment		Type	Direction	LOS Std.	Existing Conditions						Background Conditions						Background + Project Conditions						Background + Alternative Project Site Plan Conditions						Cumulative Conditions					
					AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr			AM Peak Hr			PM Peak Hr		
					Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS
9 Highway 68	Between San Benancio Rd. and Torero Dr.	2-Lane Rural Highway *4-Lane Highway*	Two-Way *EB* *WB*	C/D	2,351		E *A* *B*	2,549		E *B* *B*	2,594		E *B* *B*	2,898		E *B* *B*	2,645		E *B* *B*	**2,970**		**F** *B* *B*	2,629		E *B* *B*	**2,952**		**F** *B* *B*	3,623		F *B* *B*	3,921		F *B* *B*
10 Highway 68	Between Torero Dr. and Begin/End Freeway	2-Lane Rural Highway *4-Lane Highway*	Two-Way *EB* *WB*	C/D	1,982		E *A* *A*	2,489		E *B* *B*	2,224		E *B* *A*	2,837		E *B* *B*	2,276		E *B* *A*	2,909		E *B* *B*	2,260		E *B* *A*	2,891		E *B* *B*	3,205		F *B* *B*	3,853		F *C* *B*
					Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS
11 Highway 68	Between Begin/End Freeway and Portola Dr.	4-Lane Freeway	EB WB	C/D	1,075 907	10 8	A A	1,286 1,203	11 10	B A	1,186 1,038	10 9	A A	1,473 1,363	13 12	B B	1,209 1,067	10 9	A A	1,511 1,398	13 12	B B	1,197 1,063	10 9	A A	1,505 1,386	13 12	B B	1,676 1,529	14 13	B B	1,989 1,864	17 16	B B
12 Highway 68	Between Portola Dr. and Reservation Rd.	4-Lane Freeway	EB WB	C/D	1,285 1,259	11 11	B A	1,383 1,407	12 12	B B	1,396 1,390	12 12	B B	1,570 1,567	13 13	B B	1,490 1,420	13 12	B B	1,633 1,675	14 14	B B	1,474 1,417	13 12	B B	1,621 1,656	14 14	B B	1,968 1,952	17 17	B B	2,147 2,269	18 20	C C
13 Highway 68	Between Reservation Rd. and Spreckels Blvd.	4-Lane Freeway	EB WB	C/D	1,755 1,337	16 12	B B	1,547 1,776	13 15	B B	1,887 1,483	16 13	B B	1,768 1,978	15 17	B B	1,942 1,518	17 13	B B	1,833 2,051	16 18	B B	1,939 1,500	17 13	B B	1,807 2,038	15 17	B B	2,741 2,099	24 18	C B	2,439 2,941	21 25	C C
14 Highway 68	Between Spreckels Blvd. and Blanco Rd.	4-Lane Highway	EB WB	C/D	1,638 1,210	15.2 12.0	B B	1,568 1,586	15.8 15.8	B B	1,723 1,273	15.5 11.1	B B	1,567 1,751	17.0 17.7	B B	1,774 1,311	16.4 12.1	B B	1,627 1,818	15.0 16.6	B B	1,771 1,294	16.4 11.9	B B	1,603 1,806	14.8 16.5	B B	1,828 1,300	16.9 12.0	B B	1,695 2,012	15.6 18.4	B C
					Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS	Volume		LOS
15 Highway 218	Between Highway 68 and General Jim Moore Blvd.	2-Lane Rural Highway *4-Lane Highway*	Two-Way *NB* *SB*	C/D	1,174		D *A* *A*	1,177		D *A* *A*	1,300		D *A* *A*	1,368		E *A* *A*	1,311		D *A* *A*	1,381		E *A* *A*	1,308		D *A* *A*	1,380		E *A* *A*	1,340		D *A* *A*	1,444		E *B* *A*
16 Reservation Rd.	Between Highway 68 and Davis Rd.	2-Lane Rural Highway *4-Lane Highway*	Two-Way *EB* *WB*	C	854		D *A* *A*	841		D *A* *A*	1,009		D *A* *A*	1,257		D *A* *A*	1,056		D *A* *A*	1,332		D *A* *A*	1,052		D *A* *A*	1,314		D *A* *A*	2,009		E *A* *A*	1,982		E *A* *A*
17 Davis Rd.	Between Reservation Rd. and Blanco Rd.	2-Lane Rural Highway *4-Lane Highway*	Two-Way *NB* *SB*	C	567		D *A* *A*	745		C *A* *A*	1,371		E *A* *A*	2,045		E *A* *A*	1,387		E *A* *A*	2,064		E *A* *A*	1,382		E *A* *A*	2,060		E *A* *A*	2,238		E *A* *B*	2,840		E *B* *B*

Notes:
1. Vehicle density is measured in passenger cars per mile per lane during the specific noted peak hour period.
2. Levels of service in **BOLD** represent significant project impacts.
3. Segments 9, 10, 14, 15, 16 and 17 were anzlyzed using the HCS traffic analysis software, based on the 2000 Highway Capacity Manual.
4. Segments 11, 12, and 13 were analyzed based on methods in the 2000 Highway Capacity Manual, which uses vehicle density as the criteria for rating level of service on freeway segments.