APPENDIX H: TRAFFIC

TRAFFIC IMPACT ANALYSIS

FOR

QUARRY ROW SUBDIVISION Rocklin, California

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TRAFFIC IMPACT ANALYSIS FOR QUARRY ROW SUBDIVISION Rocklin, California

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TRAFFIC IMPACT ANALYSIS FOR QUARRY ROW SUBDIVISION Rocklin, California

INTRODUCTION

This report documents **KD** Anderson & Associates' analysis of the traffic impacts associated with developing the Quarry Row Subdivision in the City of Rocklin, California. This assessment of traffic impacts has been required by the City of Rocklin, and per City staff direction addresses project impacts within the context of all transportation modes. The analysis addresses both current and future background conditions at key intersections providing access to the site and assesses traffic impacts based on adopted General Plan standards for significance. The analysis also describes the project's impact to pedestrian, bicycle and transit facilities.

Project Description

The Quarry Row Subdivision is a 64 unit single family residential development that will be located on the southeast corner of the intersection of Pacific Street and Grove Street, as noted in Figure 1 and Figure 2. The site currently has C-2 zoning and is designated Mixed Use and High Density Residential in the Rocklin General Plan, and the proposed GPA is re-designating the site for single family development (i.e., MDR). Access to the site is proposed at an intersection on Pacific Street opposite the entrance to the Train Depot Commercial Center and on Grove Street south of the Pacific Street intersection, as noted in Figure 2. The existing median opening on Pacific Street would be modified to create a westbound left turn lane to serve the project, and outbound left turns onto Pacific Street will be prohibited at that location.







VICINITY MAP



SITE PLAN

KD Anderson & Associates, Inc. Transportation Engineers

EXISTING SETTING

This report section describes the facilities that are available today serving vehicular, pedestrian and bicycle traffic and transit users in Rocklin, as well as General Plan policies that guide consideration of traffic impacts.

Study Area Circulation System - Roads

Regionally, the Quarry Row Subdivision will be served by major city streets that link the site with important state highways. Interstate 80 (I-80) connects Rocklin with the balance of Placer County and the Sacramento Metropolitan area. In the area of the proposed project, access to state highways occurs at a grade separated interchanges on Rocklin Road roughly one mile south of the site and on Sierra College Blvd roughly 1 mile to the east. Community-wide circulation is provided via Pacific Street, which roughly parallels Interstate 80 through the community.

The text which follows provides additional detail regarding the streets included in the study area.

Pacific Street is a four lane / two lane east-west street that runs parallel to Interstate 80 through Rocklin and links Taylor Road in the Town of Loomis in the east with the Atlantic Street interchange on Interstate 80 in the west. Pacific Street has four lanes west of the Americana Way intersection and transitions to a two lane road between Americana Way and Delmar Avenue. A continuous two way left turn lane exists on Pacific Street from a point east of Anthony Court to Sierra Meadows Drive. Raised center medians exist in the area west of Sierra Meadows Drive. The Rocklin General Plan Circulation Element classifies Pacific Street as an Arterial Street. Onstreet parking is not permitted, and the speed limit on Pacific Street is posted at 40 mph in the area of the project.

Traffic volume information collected for the General Plan EIR indicated that Pacific Street carries an Average Daily Traffic (ADT) volume of 15,000 vehicles per day in the area between Rocklin Road and Midas Avenue, with the volume decreasing to 14,300 ADT between Grove Street and Sierra Meadows Drive, and 12,800 ADT between Sierra Meadows Drive and Del Mar Avenue.

Midas Avenue is a two-lane street which links the established residential areas around the project with Pacific Street to the south and to Whitney Blvd to the west. East Midas Avenue (i.e., east of Pacific Street) is designated a Collector in the General Plan. On street parking is permitted along East Midas Avenue, and the posted speed limit is 30 mph.

Daily traffic counts conducted in 2013 indicated that the volume of traffic on Midas Avenue varied along its length. West of Pacific Street the observed volumes in the area from Whitney Blvd to Argonaut Avenue ranged from 4,290 to 4,400 ADT. The volume was higher south of Argonaut Avenue, with 9,225 ADT counted between Argonaut Avenue and 5th Street and 8,765 ADT identified between 5th Street and Pacific Street. The daily volume on E. Midas Avenue adjoining the project is estimated to be 1,000 vehicles per day based on the peak hour volume.

Grove Street is a two lane street that connects Pacific Street with Rocklin Road and provides access to the established residential areas in central Rocklin. Grove Street begins at an



intersection on Pacific Street roughly opposite Yankee Hill Road and continues south for a quarter mile to E. Midas Avenue. At that point Grove Street turns to the west and extends for another 2,000 feet to an intersection on Pacific Street. The daily traffic volume on Grove Street adjoining the project is estimated to be 1,000 vehicles per day based on the observed peak hour volumes.

The Rocklin General Plan identifies Grove Street as a Collector Street. In the immediate area of the project Grove Street is a two lane street that is 24-26 feet wide. Sidewalks exist on the east side of Grove Street from Pacific Street to Rocklin Road and on the west side from E. Midas Avenue to Rocklin Road. The speed limit on Grove Street is 25 mph. Grove Street has bicycle lanes in the area of E. Midas Avenue.

Cedar Street - Meyers Street are two lane local streets that connect Grove Street with the portion of Rocklin Road near Interstate 80. Meyers Street also provides access to Rocklin Elementary School. Cedar Street extends for 300 feet east of Grove Street and Meyers Street extends south from that point for 1,500 feet to a new roundabout intersection on Rocklin Road.

Yankee Hill Road is a two-lane local street that serves the business park – office area north of Pacific Street. Yankee Hill Road extends for 700 feet to it terminus near the UPRR.

Americana Way is a local street that extends north from Pacific Street to serve the existing residential neighborhood east of the UPRR's eastbound line. Americana Way intersects Pacific Street at a signalized intersection and crosses the westbound UPRR line immediately north of the intersection. North of the crossing, Americana Way is a two lane street. Sidewalks exist on both sides of the street, on-street parking is permitted, and residential driveways are prevalent in this area. The posted speed limit on Americana Way is 25 mph.

Traffic counts conducted in 2013 indicated that Americana Way carried 1,830 vehicles per day between Pacific Street and Independence Drive and 315 vehicles per day north of Independence Drive.

Sierra Meadows Drive is the southerly extension of Americana Way, and the road continues to an intersection on Granite Drive. The Rocklin General Plan designates Sierra Meadows Drive as a Collector street, and class II bike lanes are provided. On-street parking is permitted on some portions of Sierra Meadows Drive but not on others. Based on the peak hour traffic volumes observed on the street, the daily volume on Sierra Meadows Drive south of Pacific Street is estimated to be 4,000 vehicles per day based on interpolation of the peak hour counts used for this study.

Study Area Circulation System - Intersections

The quality of traffic flow in urban areas is often governed by the operation of key intersections. The following intersections have been identified for evaluation in this study in consultation with City of Rocklin staff.

The **Midas Avenue / Pacific Street intersection** is controlled by an actuated traffic signal. Separate left turn lanes are provided on each approach. Separate right turn lanes are available on





both Midas Avenue approaches and on westbound Pacific Street, and the southbound Midas Avenue approach is "free" due to a raised median. The Midas Avenue legs operate as "split" phases. The westbound Pacific Street right turn is operated as a "overlap" phase with the southbound left turn on Midas Avenue. There are crosswalks across each leg of the intersection and a street light on each corner.

The **Pacific Street / Grove Street intersection** is a "tee" intersection controlled by a stop sign on the Grove Street approach. A continuous Two-Way Left Turn lane on Pacific Street begins about 125 feet west of the intersection and continues east through the Yankee Hill Road intersection. The Grove Street approach to Pacific Street is on a thirty degree angle and is a single lane.

The **Pacific Street / Yankee Hill Road intersection** is 165 feet east of Grove Street measured centerline to centerline. This "tee" intersection is controlled by a stop sign on the Yankee Hill Road approach, and that approach has a separate right turn lane. A private drive exists opposite the intersection, and while its movements have been included in the existing LOS analysis the driveway will be eliminated with the project.

The project will take access opposite the **Pacific Street / Train Depot Commercial Center intersection.** Today this intersection is a "tee" controlled by a stop sign on the private Train Depot Commercial Center exit. A short (70 feet long) eastbound left turn lane is available on Pacific Street.

The **Pacific Street / Americana Way / Sierra Meadows Drive intersection** is controlled by a traffic signal. Each approach features a separate left turn lane. Crosswalks are striped on all four legs, and street lights are present.

The **Grove Street / Cedar Street intersection** is controlled by an all-way stop. Each approach has a single lane, and school zone crosswalks are striped across each leg of the intersection.

The **Rocklin Road / Meyers Street intersection** is controlled by a multi-lane roundabout. There are two circulating lanes through the intersection, and the Meyers Street leg has single inbound and outbound lanes.

Standards of Significance: Levels of Service - Methodology

Levels of Service were calculated at study area intersections in order to assess the quality of existing traffic conditions and to provide a basis for analyzing project impacts. "Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening operating conditions, is assigned to an intersection or roadway segment.

Analysis Methodology for Intersections. The City of Rocklin utilizes a modified version of the *Interim Materials on Highway Capacity – Circular 212* (Transportation Research Board, 1980) critical movement method to determine Levels of Service at signalized intersections. Modified capacities which are approximately 5 percent higher than the published Circular 212 capacities are employed. This methodology determines the Level of Service by comparing the volume-to-



capacity (v/c) ratio of critical intersection movements to the thresholds shown in Table 1. Unsignalized intersections are analyzed using the methodology described 2000 Highway Capacity Manual (HCM). HCM techniques base Level of Service on the length of delays experienced by motorists waiting at stop signs. Delay values can be reported as an average value for the overall operation of the intersection in the case of all-way stop controls or for each movement where motorists are required to yield the right of way to other traffic, in the case of side street stops. The City of Rocklin bases evaluation of un-signalized LOS on the overall average delay.

The Level of Service at roundabout intersections was calculated using SIDRA 6.1 software which yields delays that are evaluated based on HCM LOS thresholds for un-signalized intersections.

Table 1 presents general characteristics associated with each Level of Service grade.

Level of		Un-signalized Intersections	
Service	Signalized Intersection	and Roundabouts	Roadway (Daily)
"A"	Uncongested operations, all queues	Little or no delay.	Completely free flow.
	clear in a single-signal cycle.	Ave Delay ≤ 10 sec/veh	
	V/C < 0.60		
"B"	Uncongested operations, all queues	Short traffic delays.	Free flow, presence of other
	clear in a single cycle.	Delay > 10 sec/veh and	vehicles noticeable.
	V/C > 0.61 and < 0.70	\leq 15 sec/veh	
"C"	Light congestion, occasional backups on	Average traffic delays.	Ability to maneuver and
	critical approaches.	Delay > 15 sec/veh and	select operating speed
	V/C > 0.71 and < 0.80	\leq 25 sec/veh	affected.
"D"	Significant congestions of critical	Long traffic delays.	Unstable flow, speeds and
	approaches but intersection functional.	Delay > 25 sec/veh and	ability to maneuver
	Cars required to wait through more than	≤ 35 sec/veh	restricted.
	one cycle during short peaks. No long		
	queues formed. $V/C > 0.81$ and < 0.90		
"E"	Severe congestion with some long	Very long traffic delays, failure,	At or near capacity, flow
	standing queues on critical approaches.	extreme congestion. Delay > 35	quite unstable.
	Blockage of intersection may occur if	sec/veh and \leq 50 sec/veh	
	traffic signal does not provide for		
	protected turning movements. Traffic		
	queue may block nearby intersection(s)		
	upstream of critical approach(es).		
	V/C > 0.91 and < 1.00		
"F"	Total breakdown, stop-and-go	Intersection often blocked by	Forced flow, breakdown.
	operation. $V/C > 1.01$	external causes. Delay > 50 sec/veh	
Sources: 2	000 Highway Capacity Manual, and Transporta	ation Research Board (TRB) Special Repo	ort 209.

TABLE 1LEVEL OF SERVICE DEFINITIONS



At intersections, Level of Service calculations can reflect average conditions occurring over the breadth of the hour or can be indicative of conditions occurring during the highest volume 15 minute period within that hour. The choice of perspective is made by local agencies as part of their development of standards of significance. Based on the assumptions made for the General Plan EIR, this analysis addresses average conditions occurring over the breadth of the peak hour.

Traffic Signal Warrants. The extent to which a traffic signal may be justified is determined based on many factors. From the standpoint of traffic impact analysis, signal warrant criteria contained in the *California Manual of Uniform Traffic Control Devices (CMUTCD)* are employed in order to assess the relative impact of the additional traffic accompanying a development proposal. For this analysis, Warrant 3 (Peak Hour Traffic) has been employed. Variation in warrant requirements occurs based on the design speed of the road (i.e., > 40 mph) and on the location of the intersection (i.e., rural versus urban locations). In this case, urban criteria have been employed. It is important to note that other warrants addressing factors such as pedestrian activity and collision history should be considered before a decision is made to install a traffic signal.

Standards of Significance. Local jurisdictions adopt Standards of Significance for determining environmental impacts relating to traffic, and in this study area the standards of the City of Rocklin apply. As indicated in the REGULATORY Setting section, the General Plan notes that Level of Service C is the minimum standard but that a reduced LOS may be accepted during peak periods under identified circumstances.

Based on the City's significance threshold, if an intersection is already operating at an unsatisfactory Level of Service, an increase of 5 percent (i.e., an addition of 0.05) to the v/c ratio at a signalized intersection would be considered a measureable worsening of intersection operations and therefore would constitute a significant project impact. If an un-signalized intersection is already operating at an unsatisfactory Level of Service (i.e., LOS D or worse), or is projected to operate at an unsatisfactory level without the project in the future, then the addition of more than 5% of the total traffic at an intersection would be a significant project impact.

Under City policy Level of Service is a significant criteria in the p.m. peak hour only, and conditions occurring during the a.m. peak hour are presented herein for informational purposes.

Existing Traffic Volumes / Levels of Service

Traffic Volume Counts. New a.m. and p.m. traffic counts were made for this study in May 2015 while Rocklin area schools were in session to supplement recent data collected for other traffic studies, including the City of Rocklin's pending Circulation Element Update. Figure 3 illustrates the intersection turning movement count data recorded for each count period. This figure also notes the existing geometric layout of each intersection and the location of traffic controls. This data has been used to determine the operating Level of Service at each intersection.







EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 7571-01 LT 1/16/2017 **Intersection Level of Service.** Table 2 identifies current intersection Levels of Service at the two study locations. As shown, the overall Level of Service at each location meets the City's LOS C goal.

				Time	Period			
		A (7:	M Peak)0 to 9:0	Hour 0 a.m.0	PM Peak Hour (4:00 to 6:00 p.m.)			
Intersection	Control	LOS	V/C	Ave Delay (sec/veh)	LOS	V/C	Ave Delay (sec/veh)	
Pacific Street / Midas Avenue	Signal	Α	0.378	-	А	0.494	-	
Pacific Street / Grove Street	NB Stop							
(overall)		(A)	-	(0.9)	(A)	-	(0.7)	
Northbound left+right turn		В		11.5	В		11.9	
Pacific Street / Yankee Hill Road	SB Stop							
(overall)		(A)	-	(0.8)	(A)	-	(1.1)	
SB left+right turn		В		10.7	С		16.4	
Pacific Street / Train Depot Comm	SB Stop							
(overall)		(A)	-	(0.4)	(A)	-	(0.0)	
SB left+right turn		В		11.8	А		(8.9)	
Pacific Street / Americana Way / Sierra Meadows Drive	Signal	А	0.311	-	А	0.392	-	
Grove Street / Cedar Street	All-Way Stop	Α	-	7.8	А	-	7.2	
Rocklin Road / Meyers Street	roundabout	A	-	7.3	А	-	7.4	

TABLE 2EXISTING INTERSECTION LEVEL OF SERVICE

Bold indicates conditions in excess of adopted minimum LOS standard

Note: (Overall LOS) is the significance criteria at un-signalized intersections controlled by side street stop signs.

Transit Facilities

Bus Service. Rocklin is generally served by four Placer County Transit (PCT) bus routes: the Auburn Light Rail Express route, the Lincoln to Galleria to Sierra College route, the Taylor Road shuttle, and the Placer Commuter Express. PCT is a fixed-route scheduled transit system operated by Placer County. PCT principally serves the I-80 corridor area between Alta and Roseville, the State Route 65 corridor area into Lincoln, and the Highway 49 corridor. Some of the routes are "deviated." A deviated route means that the buses generally travel on a main route



(e.g., I-80) but can deviate from that route up to a certain distance (three-quarters of a mile in the case of PCT) to serve the specific needs of transit patrons.

There are currently 15 bus runs a day in each direction on PCT's Auburn-Light Rail Express route between Auburn and Sacramento Regional Transit's Watt/I-80 light rail station. This route provides service to Sierra College and the Roseville Galleria shopping center. It connects with Roseville Transit and RT buses at Auburn Boulevard near I-80. PCT's Lincoln to Sierra College route has 14 runs a day in each direction and passes the project site via Sierra Meadows Drive and Pacific Street. The Taylor Road shuttle is a deviated route that connects Auburn and Sierra College with seven runs a day in each direction, although service frequency on this route may be increasing. Placer Commuter Express is a commuter bus service traveling from Rocklin Road and Bush Street in central Rocklin to downtown Sacramento with three morning and three afternoon trips.

In addition to regular bus service, PCT also provides paratransit services for patrons with more challenging transportation needs. Such services include a dial-a-ride program in the Rocklin/ Loomis area and in Granite Bay. Dial-a-ride also serves the portion of Roseville along the State Route 65 corridor adjacent to Rocklin.

Rail Service. The Capitol Corridor Intercity Train Service provides passenger rail service between Auburn and San Jose. There are three stations in Placer County: Auburn, Rocklin, and Roseville. There are currently nine runs per day in each direction, but only one run in each direction from Auburn to Oakland that serves Rocklin. There are four runs in each direction from Sacramento to Oakland and four runs in each direction from Sacramento to San Jose. Amtrak provides bus connections from Rocklin to the Sacramento Amtrak Station to connect to these additional Capitol Corridor runs. The Rocklin Multimodal Train Station is a permanent building for rail users located along the Union Pacific Railroad track at the Rocklin Road crossing.

Pedestrian Facilities

Sidewalks are available along streets throughout Rocklin, including those in the immediate vicinity of the proposed project. Sidewalks exist on both sides of Pacific Street, Americana Way, Del Rio Court and Delmar Avenue. Sidewalks exist on both sides of Pacific Street in the area west of Americana Way and on the south side of the street east of that intersection to Anthony Court. Sidewalks exist on the east side of Grove Street from Pacific Street to Rocklin Road and on the west side from E. Midas Avenue to Rocklin Road.

Bicycle Facilities

Bikeways are defined by the State of California Street and Highways Code as follows:

• Class I bikeways provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized (also called a bike path or trail).



- Class II bikeways provide a restricted right-of-way designated for exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted (also called a bike lane).
- Class III bikeways provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists (also called a bike route).

The City of Rocklin's General Plan includes a Bikeway Diagram, which specifies a number of existing and proposed bike lanes and bike routes. Class II on-street bike lanes exist on a number of roadways in the area of the proposed project, including Pacific Street west of Americana Way and on Sierra Meadows Drive. Americana Way is a class III bikeway. Grove Street has Class II from E. Midas Avenue to Pacific Street, Cedar Street has Class II from Pacific Street to Meyers Street, and Meyers Street has Class II from Racetrack Road to Rocklin Road.



REGULATORY SETTING

City of Rocklin General Plan Circulation Element

The Circulation Element of the City of Rocklin's General Plan has, as its key goal, "To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use. A complete list of the General Plan goals and policies can be found in the Circulation Element of the General Plan, and specific policies that are relevant to this project are noted below. Policy C-34 deals with the extension of Dominguez Avenue across Interstate 80, which has an effect on future traffic conditions in the study area.

Policies for Transportation System

C-1 Provide for a circulation pattern for regional, community, and neighborhood traffic needs.

C-2 Coordinate land use and transportation planning to support transit services, NEV facilities and non-motorized transportation.

Policies for City and Regional Street System

C-7 Monitor traffic on City streets to determine improvements needed to maintain an acceptable Level of Service.

C-8 Update the Capital Improvement Program (CIP) and traffic impact fees at least every five years, or as determined necessary with the approval of major new developments or major general plan amendments not considered in the adopted Capital Improvement Program.

C-9 Provide for an annual inflationary adjustment to the City's traffic impact fee to ensure that the fee is adequate for the future construction of roads.

C-10 A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.

B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than "C" may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to "C" or better as set forward in the Action Plan for the Circulation Element.

C. All development in another jurisdiction outside of Rocklin's control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in



order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

C-11 Continue to participate with adjacent jurisdictions toward the completion and improvement of streets that extend into other communities through individual cooperation and/or use of the Placer County Transportation Planning Agency (PCTPA), joint powers authorities, and similar entities.

C-12 Encourage improvements to the existing Federal Interstate and State highway system, and the addition of new routes that would benefit the City of Rocklin.

C-13 Consider a variety of funding mechanisms, either independently or with other government agencies, to fund needed regional improvements.

C-14 Prohibit residential driveways along collector or arterial streets within newly developing residential areas. This policy does not apply to multi-family residential uses, or where past decisions have created existing lots with residential frontages on collector or arterial streets.

C-15 Reduce the potential for the use of local residential streets as shortcuts for through traffic on streets that are not improved to full City standards.

C-16 Provide each new elementary school site with a minimum of two full street frontages.

C-17 Keep truck traffic away from residential areas and streets not structurally designed for truck traffic by designating truck routes.

C-18 Designate truck routes that can be used for the hauling of hazardous materials.

C-19 Maintain existing streets in a safe condition and require that new streets be built to City standards.

C-20 Maintain street design standards for arterials, collectors and local streets.

C-21 Apply appropriate street design standards for private streets.

C-22 Interconnect traffic signals and/or consider the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

C-23 Require street designs where appropriate to connect neighborhoods. These connections allow for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.

C-24 Require landscaping and tree planting along major new streets, properties abutting highways/freeways and along existing streets as appropriate.

C-25 Minimize the impact of road construction on the natural terrain and the character of existing neighborhoods.

C-26 Minimize the impact of road construction on creek corridors and related floodplain and riparian areas.



C-27 Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.

C-28 Design new street alignments to minimize the number of creek crossings and adverse impacts to existing wildlife habitats.

C-29 Conduct a comprehensive inventory of the vegetative structure of riparian corridors prior to specific siting of new road alignments and creek crossings. This inventory will be used as a factor in the selection of an alignment which minimizes impacts to mature riparian vegetation, while still meeting the alignment or access and engineering requirements of siting the alignment or crossing.

C-30 Restore streambed and bank contours as near as possible to pre-project conditions following construction of creek crossings.

C-31 Design road improvements and new road alignments to avoid or minimize disturbance to identified cultural resources, where feasible.

Special Street Improvement Policies

C-32 Restrict vehicular access to emergency vehicles only from the Clover Valley Community Area onto the existing portions of Clover Valley Road and Rawhide Road within the Mission Hills-Clover Valley Community Area to minimize traffic volume increases on Midas Avenue.

C-33 Seek improvement to existing railroad crossings and construction of new grade separated crossings or undercrossings where appropriate and feasible.

C-34 Provide for the extension of Dominguez Road over I-80 as a future improvement to relieve the Sierra College Boulevard/I-80 and Rocklin Road/I-80 interchanges and create access to the southeast quadrant of the Sierra College Boulevard/I-80 interchange.

C-35 Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.

C-36 Develop a new east/west road connection between State Route 65 and Sierra College Boulevard. The road shall traverse the Northwest Rocklin area, connect to Park Drive in the northern portion of Whitney Oaks, and extend from Park Drive through Clover Valley to intersect with Sierra College Boulevard.

C-37 Develop a new north/south road connection between Sunset Boulevard and the new east/west road connection described in Policy C-36.

C-38 Provide primary vehicular access to future development within the Parcel K planning area of the North West Rocklin General Development Plan by at least two points of access. The access points shall consist of one street that intersects with Wyckford Boulevard and another that connects to the extension of Kali Place. These facilities shall be open non-gated public streets.



C-39 Prohibit extension of Wyckford Boulevard north of Parcel K into the Whitney Ranch / Sunset Ranchos Planning Area.

C-40 Provide for the connection of Woodside Drive and Ruhkala Road in the Civic Center area.

C-41 Create a Civic Center street/drive network south of Rocklin Road that provides access to Pacific Street and South Grove Street.

C-42 Improve and extend Railroad Avenue between Farron Street and Midas Avenue to provide an alternative north/south route to Pacific Street.

C-43 Minimize the need to sever existing developed parcels for new roads designed to serve the Southeast Rocklin area.

C-44 Prohibit an easterly extension of Greenbrae Road that would connect with Southside Ranch Road.

C-45 Extend Monument Springs Drive southerly across Secret Ravine Creek to developing areas south of Greenbrae Road.

C-46 Sever Aguilar Road at a time specified by the City of Rocklin. The severing shall occur at or near the Aguilar tributary crossing to preclude through traffic.

C-47 Design road improvements and new alignments to avoid or minimize encroachments into existing yards on Aguilar Road, Greenbrae Road and Foothills Road by minimizing the use of standard curb, gutter and sidewalks, where appropriate.

C-48 Acknowledge that new taxes, fees, or assessments to finance the severing of Aguilar Road and the Monument Springs Bridge/extension identified in the policies above shall not be levied upon fully developed parcels that cannot be further subdivided.

C-49 Encourage use of a free span bridge design over Secret Ravine Creek as the environmentally preferred option whenever feasible, to minimize the fragmenting effects of any bridge crossing on riparian habitat. Pre-cast concrete bridge joists should be used, whenever possible, to avoid prolonged construction and reduce construction disturbances in riparian corridors.

City of Rocklin Capital Improvement Program

The City's Capital Improvement Program (CIP) identifies roadway and intersection improvements for City-based monitoring of traffic conditions in Rocklin and maintenance of the City's existing LOS standard. The current CIP was updated in 2007 and has a horizon year of 2025.



PROJECT IMPACTS

The proposed project is a 64 unit single family residential subdivision. The proposed use would be consistent with a new MDR designation, and would replace uses under the current Mixed Use and High Density Residential designation. The property was designated for Retail Commercial uses at the time that the City's General Plan EIR analysis was conducted.

Project Characteristics

The characteristics of the project are described in terms of its *Trip Generation* and its *Trip Distribution*.

Trip Generation. The amount of new traffic associated with development projects is typically forecast using information developed from recognized national sources. The Institute of Transportation Engineers (ITE) publication *Trip Generation*, 9th Edition is a source recognized by the City of Rocklin and Caltrans, and applicable average trip generation rates for residential development are presented in Table 3. For the purposes of comparison, Table 3 also introduces the trip generation rates that are applicable to the Retail Commercial uses that could have been developed on the site under the land use designation that existed at the time of the City's General Plan EIR analysis.

			Trips per Unit										
	ITE			AM	Peak H	Iour	PM Peak Hour						
Description	Code	Unit	Daily	in	out	Total	In	Out	Total				
Prior Retail Commercial Designations													
Retail	820	ksf	35.0	62%	38%	0.96	48%	52%	2.60				
Proposed Project	Proposed Project												
Single Family Residence	210	Dwelling	9.52	25%	75%	0.75	63%	37%	1.00				
Daily rate from Rocklin Traffic Model. Peak hour rates are average for Shopping Center less 30% pass-by in PM peak hour													

TABLE 3TRIP GENERATION RATES

Trip generation rates are available for conventional single family residential development. Data gathered at single family residential projects throughout the United States suggests that during peak commute hours each residential unit could generate 0.75 to 1.00 vehicle trips. As shown, the proposed project could generate 609 daily trip ends (½ inbound and ½ outbound), with 48 trips generated in the a.m. peak hour and 64 trips occurring in the p.m. peak hour.



TABLE 4TRIP GENERATION COMPARISON

		Trips										
			AN	I Peak H	lour	PM Peak Hour						
Description	Quantity	Daily	In	Out	Total	In	Out	Total				
Prior Retail Commercial Designation												
Retail	68 ksf	2,380	40	25	65	85	92	177				
Proposed Project												
Single Family Res	64 dwellings	609	12	36	48	41	23	64				
Net Difference		<1,771>	<28>	11	<17>	<44>	<69>	<113>				
Assumes 0.25 FAR or	the project site											

The previous General Plan designation could result in retail uses that would generate 2,380 daily trips, with 65 trips expected during the a.m. peak hour and 177 trips generated in the p.m. peak hour.

Thus, development of the project as proposed would reduce the site's trip generation by 1,771 daily trips, with 17 less trips in the a.m. peak hour and 113 fewer trips during the p.m. peak hour.

Vehicle Trip Distribution. Having determined the number of vehicle trips that are expected to be generated by the project, it is necessary to identify the directional distribution of project-generated traffic. For residences, the general location of employment, shopping, social services and entertainment are the primary indicators of the regional trip distribution. These factors affect the distribution of trips generated by existing residential development in this area of Rocklin, and current travel patterns can be used to identify the project's trip distribution. In addition, the City of Rocklin regional travel demand forecasting model's "select zone" utility can be employed to identify the origins-destinations of trips generated by residences in the study area.

Table 5 identifies the local area assumptions made for this study. As indicated, the distribution pattern will vary slightly over the course of the day, primarily due to school traffic in the a.m. peak hour.

			Share of Tota	l
Direction	Route	Daily	AM Peak Hour	PM Peak Hour
North	Midas Avenue	12%	20%	12%
West	Pacific Street beyond Midas Avenue	30%	27%	30%
East	Pacific Street beyond Sierra Meadows Drive	31%	21%	31%
	Sierra Meadows-Tuttle Drive	4%	0%	4%
South	Grove Street	4%	5%	4%
	Meyers Street	19%	27%	19%
	Total	100%	100%	100%

 TABLE 5

 REGIONAL TRIP DISTRIBUTION ASSUMPTIONS

Trip Assignment. Project trips were assigned to the local street system based on the regional distribution assumptions identified above. Figure 4 identifies the assignment of project trips through the study intersections and at the project's access intersections. As shown, the project's trips will be split equally between the two access points.

Existing Plus Project Traffic Conditions and Levels of Service

Figure 5 superimposes project trips onto the current background traffic volumes to create the "Existing plus Project" condition. Subsequent tables compare the "Existing" and "Existing plus Project" Levels of Service.

Project Traffic Impacts to Level of Service at Intersections. As shown in Table 6, because the amount of traffic associated with the project is relatively small, the addition of project traffic would not appreciably increase the length of delays occurring at study intersections, and the project does not result in any change to the peak hour Level of Service at any location. Levels of Service at each intersection will remain LOS A, which is within the adopted minimum standard (i.e., LOS C or better). Thus the project's impact isn't significant measured in terms of intersection Level of Service.

At the Pacific Street / Yankee Hill Road intersection development of the project will eliminate traffic using the existing driveway opposite Yankee Hill Road. As noted in Table 6 eliminating this traffic will improve the operation of the intersection, and the delays experienced by traffic on Yankee Hill Road will be less with the project than without it. This effect also occurs under EPAP and long term cumulative conditions.







PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 7571-01 LT 1/16/2017





EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers

TABLE 6
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE

		Time Period												
				AM Peal (7:00 to 9:	k Hour 00 a.m.)	l				PM Pea (4:00 to 6	ak Hour 5:00 p.m.)		
			Existir	Ig	Exist	ing Plus	Project		Existi	ng	Existing Plus Project			
Intersection	Control	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	
Pacific Street / Midas Avenue	Signal	А	0.378	-	А	0.383	-	А	0.494	-	А	0.500	-	
Pacific Street / Grove Street	NB Stop													
(overall)		(A)	-	(0.9)	(A)	-	(1.2)	(A)	-	(0.7)	(A)	-	(0.8)	
Northbound left+right turn		В		11.5	В		12.7	В		11.9	В		12.9	
Pacific Street / Yankee Hill Road	SB Stop													
(overall)		(A)	-	(0.8)	(A)	-	(0.8)	(A)	-	(1.1)	(A)	-	(0.9)	
SB left+right turn		В		10.7	В		10.7	С		16.4	С		12.4	
Pacific Street / Train Depot Comm	SB/NB stop													
(overall)		(A)		(0.4)	(A)		(0.5)	(A)		(0.0)	(A)		(0.2)	
SB left+right turn		В	-	11.8	В	-	12.5	А	-	8.9	А	-	8.9	
NB right turn		-		-	В		10.1	-		-	В		10.3	
Pacific Street / Americana Way / Sierra Meadows Drive	Signal	А	0.311	-	А	0.314	-	А	0.392	-	А	0.395	-	
Grove Street / Access	WB Stop													
(overall)		-	-	-	(A)	-	(1.9)	-	-	-	(A)	-	(1.5)	
WB left+right turn					А		8.9				А		8.8	
Grove Street / Cedar Street	All-Way Stop	А	-	7.8	А	-	7.9	А	-	7.2	А	-	7.3	
Rocklin Road / Meyers Street	roundabout	А	-	7.3	А	-	7.7	А	-	7.4	А	-	7.4	



Project Impacts to Alternative Transportation Modes

Development of the project may incrementally contribute to the demand for facilities to serve pedestrians, cyclists and transit riders in this area of Rocklin.

Pedestrian Impacts. Some of the project's residents may elect to walk to and from the site to attractions within a reasonable distance of the site, including commercial areas along Pacific Street and Sierra Meadows Drive. As noted earlier, sidewalks already exist on Grove Street near the project and along the south side of Pacific Street from Anthony Court to west of Sierra Meadows Drive. The project will make standard frontage improvements along Grove Street, and the new streets constructed in the subdivision will have sidewalk on one side. Because sidewalks already exist to connect the project with probable attractions and will be provided within the project, the project's impact to pedestrian travel is not significant and no additional improvements are required.

Bicycle Impacts. As with any residential development, the project may generate bicyclist who elect to use that transportation mode to reach area schools and retail or social destinations. As noted earlier, class II bike lanes already exist on Pacific Street west of Americana Way and on Grove Street south of the project.

While cycling may be a choice of some residents, due to the limited size of the project (i.e., 75 dwelling units) the number of cyclists associated with this project is not likely to create an appreciable safety impact on the streets that provide access to the project. Those residents who may choose to ride to the site would be expected to make use of designated bike lanes and would safely share the right of way with other vehicular traffic on designated bike routes. Because adequate facilities are available, the project's impact to bicycle circulation is not significant and no additional improvements are required.

Transit Impacts. Some project residents may take advantage of the regular Placer Transit bus service and Amtrak Capital Corridor trains that are already available in Rocklin. As noted earlier, PCT's Lincoln to Sierra College route has 14 runs a day in each direction and passes near the project site via Sierra Meadows Drive and Pacific Street. Because the number of additional riders created by this project is not appreciable, the project's impact is not significant and no additional transit improvements are needed.

Safety Issues

Project impacts relating to safety issues relating to vehicular traffic were assessed.

Left Turn Lanes on Pacific Street. The existing striping configuration along Pacific Street combines dedicated left turn pockets and continuous Two Way Left Turn (TWLT) lanes. The distance between existing intersections is relatively short, particularly in the area between Grove Street and Yankee Hill Road. In that area westbound and eastbound left turns can sometimes occupy the same space as they decelerate.



The project will add traffic to Pacific Street in the area of the back-to-back Grove Street / Yankee Hill Road intersections. However, because the project proposes inbound westbound left turns at its Pacific Street access and does not allow outbound left turns onto westbound Pacific Street, it will not increase the number of conflicting eastbound-westbound left turns in the area between the two intersections.

Creating a westbound left turn lane for the project access will require modifying the existing raised landscaped median on Pacific Street. The median east of the Train Depot Commercial Center's opening is about 110 feet long. The practical design solution will be to eliminate that median altogether and to stripe a short left turn into the project that then extends to the existing TWLT lane further east. This treatment will perpetuate access to Jamerson Drive, a local street located about 100 feet east of the project.



BASELINE (EXISTING PLUS APPROVED PROJECTS) IMPACTS

The "Baseline" traffic impacts of the Quarry Row Subdivision have been considered within the context of traffic conditions in this area of Rocklin assuming occupancy of other approved but as yet unconstructed projects under an "Existing Plus Approved Projects" (EPAP) condition.

Existing Plus Approved Projects (EPAP) Conditions

Land Use Assumptions. The City of Rocklin maintains a list of development proposals and tracks their completion status. This list of development proposals is updated periodically by the City of Rocklin to reflect both ongoing development activity as well as proposed changes to previously approved projects. Projects are periodically removed from the City's list if development proposals where approved entitlements have lapsed or have been withdrawn.

For purposes of this analysis and to ensure that the baseline for traffic analysis purposes includes existing and approved development at the study date, in February 2014 City of Rocklin staff evaluated recent development history in the project area to identify any additional approved development that should be assumed to be completed, to quantify the level of development that has occurred where projects have proceeded in phases (such as the Rocklin Crossings and Rocklin Commons projects) and to identify those previously approved projects that have lapsed or have been withdrawn by the project proponent.

Table 7 presents the list of approved but not constructed projects in the vicinity of the eastern portion of the project, as well as their estimated a.m. and p.m. peak hour trip generation. As shown, the number of new a.m. peak hour trips anticipated from approved / pending development totals 1,714 while 2,699 trips are forecast in the p.m. peak hour. The p.m. forecast is greater since many of the identified projects are retail uses that are often closed during the a.m. peak hour.



		Si	ze	A	AM Peak H	lour	PM	PM Peak Hour Trips			
Description	Land Use	Quantity	Unit	In	Out	Total	In	Out	Total		
Avalon Subdivision ⁽¹⁾	Single Family Housing	79	du	15	44	59	50	29	79		
Brighton Subdivision ⁽¹⁾	Single Family Housing	75	du	14	42	56	47	28	75		
Garnet Creek	Single Family Housing & Multiple Family Housing	340	du	41	152	193	155	86	241		
Granite Dominguez Subdivision	Single Family Housing	71	du	13	40	53	45	26	71		
Los Cerros Subdivision	Single Family Housing	115	du	22	64	86	74	41	115		
Grove Street Subdivision	Single Family Housing	7	du	1	4	5	4	3	7		
Croftwood, Unit 1 / Rocklin 60	Single Family Housing	156 ⁽⁵⁾	du	30	87	117	101	59	160		
Granite Terrace	Single Family	42	du	8	24	32	27	15	42		
ZL Rocklin	Retail / Multi-Family	140	du	24	62	86	75	55	130		
Granite Marketplace (Lowes)	Home Improvement	138	ksf	105	80	185	115	130	245		
Rocklin Crossings ⁽²⁾	Home Improvement, Discount Superstore	97.8	ksf	46	29	75	175	182	357		
Rocklin Commons ⁽³⁾	Discount Superstore	49.3	ksf	24	15	39	82	88	170		
The Center at Secret Ravine ⁽⁴⁾	Retail Commercial	18.6	ksf	12	6	18	22	28	50		
Parklands Subdivision ⁽¹⁾	Single Family Housing	142	du	27	80	107	94	63	157		
Clover Valley	Residential	558	du	106	313	419	377	186	563		
Winding Lane Estates	Single Family Residential	27	du	5	15	20	18	9	27		
Rocklin Audi	Auto Dealership	34	ksf	49	16	65	35	53	89		
Sierra Gateway Apartments	Multiple Family Residential	195	du	39	60	99	78	42	121		
	Total			581	1133	1714	1574	1123	2699		
 (1) Under Construction and partial (2) 543,500 sf approved, in April 2 (3) 410,942 sf approved, in April 2 (4) 26,600 sf approved, in April 20 	ly occupied 2016 a total of 97,800 sf remained 2016 a total of 47,300 sf remained 016 4,000 sf occupied (Shell Static	to be occupie to be occupie on)	d d								

 TABLE 7

 APPROVED / PENDING BUT UNBUILT PROJECTS AND THEIR TRIP GENERATION

(5) 156 du vacant or under construction in November 2015



Background Traffic Volume Forecasts. Not every approved project will add traffic to the study intersections, but the volume of traffic on Rocklin Road and on Pacific Street will increase. Figure 6 presents Baseline (EPAP) traffic volumes in the study area without the proposed project. Figure 7 presents Baseline Plus Project volumes.

EPAP Intersection Levels of Service. Table 8 compares Existing Plus Approved Projects Levels of Service with and without the Quarry Row Subdivision. As shown, the City of Rocklin's minimum LOS C standard will be maintained at study intersections. Thus, the project's traffic impacts are not significant based on operating Level of Service.







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EXISTING PLUS APPROVED PROJECTS (EPAP) TRAFFIC VOLUMES AND LANE CONFIGURATIONS





EPAP PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 7571-01 LT 1/16/2017

TABLE 8
EXISTING PLUS APPROVED PROJECTS PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE

	[Time Period												
				AM Pea (7:00 to 9	k Hour :00 a.m.))				PM Pea (4:00 to 6	k Hour :00 p.m.))		
		E: App	xisting Pl roved Pr	lus ojects	EPA	P Plus P	roject	E App	xisting P roved Pr	lus ojects	EPAP Plus Project			
Intersection	Control	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	
Pacific Street / Midas Avenue	Signal	Α	0.442		А	0.447	_	А	0.588		Α	0.594		
Pacific Street / Grove Street	NB Stop													
(overall)	1	(A)	-	(0.8)	(A)	-	(1.1)	(A)	-	(0.6)	(A)	-	(0.8)	
Northbound left+right turn		В		12.0	В		13.5	В		13.1	В		14.5	
Pacific Street / Yankee Hill Road	SB Stop	i						1		\Box	i			
(overall)		(A)	-	(0.7)	(A)	-	(0.7)	(A)	-	(1.0)	(A)	-	(0.8)	
SB left+right turn		В		11.4	В		11.4	С		19.6	С		13.7	
Pacific Street / Train Depot Comm	NB/SB stop	· i						1		\Box	· i			
(overall)	1	(A)		(0.3)	(A)		(0.7)	(A)		(0.0)	(A)		(0.1)	
SB left+right turn		В	-	13.2	В	-	14.4	- 1	-	9.4	А	-	9.4	
NB right turn				-	С		10.3	-		-	С		11.0	
Pacific Street / Americana Way / Sierra Meadows Drive	Signal	А	0.372		А	0.376		А	0.444		А	0.447	-	
Grove Street / Access	WB Stop	1						I			1			
(overall)	1	- ''	-	-	(A)	-	(1.9)	-	-	-	(A)	-	(1.5)	
WB left+right turn		ا بـــــــ			А		8.9	<u> </u>			А		8.8	
Grove Street / Cedar Street	All-Way Stop	А	-	7.9	Α	-	8.0	А	-	7.3	А	-	7.3	
Rocklin Road / Meyers Street	Roundabout	Α	-	7.7	A	-	7.8	В	-	10.0	В	-	10.1	

Bold indicates conditions in excess of adopted minimum LOS standard. Note: Only PM Peak Hour is significant. (Overall LOS) is the significance criteria at unsignalized intersections controlled by side street stop signs.



LONG TERM CUMULATIVE CONDITIONS

This report section addresses long term traffic conditions based on the City of Rocklin's General Plan traffic model.

Background Information

Basis for Long Term Projections. The travel demand forecasting model used for the City of Rocklin General Plan Update EIR is the basis for the long term cumulative traffic volume forecasts used for this analysis, and the technical approach employed to use model results to create intersection turning movements for study area intersections mimics the approach used for the GPU EIR.

The traffic model was run for a cumulative scenario that assumes the project as proposed. The project's residential land use was substituted for the retail use assumed in the traffic model, and new traffic model runs were made. The new a.m. and p.m. forecasts were compared to the model's baseline year forecasts, and the net difference in volume was determined. Existing and adjusted cumulative traffic volumes were compared to identify equivalent growth rates for intersection approaches for use in creating intersection turning movement volumes. To create peak hour intersection turning movements, the segment growth factors were applied to observed peak hour volumes and the results were balanced to best approximate conditions on each leg using the methodologies contained in the Transportation Research Board's (TRB's) NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. This approach reflects the fact that the development of various land uses may affect current travel patterns while adding new traffic, while new roadways may provide alternative routes for existing traffic.

Land Use Assumptions. The General Plan travel demand forecasting model acknowledged development on the project site in a large traffic analysis zone (TAZ). Future retail uses is the primary land use change included in this TAZ. At a standard floor area ratio, the site could accommodate roughly 68,000 sf of retail space. This use was replaced by 64 dwellings. For this analysis, a "No Project" condition was created by subtracting the project trip assignment previously identified.

Circulation System Assumptions. The traffic volume forecasts made of this analysis continue to include those city-wide circulation system improvements incorporated into the General Plan traffic model. The cumulative analysis assumes the improvements to the Pacific Street identified in the General Plan EIR (i.e., four lanes on Pacific Street from Dominguez Road to the Loomis Town limits.)



Cumulative Traffic Volumes and Levels of Service

Traffic Volume Forecasts. Figure 8 presents the background Cumulative No Project volumes, and Figure 9 presents the Cumulative Plus Project forecasts.

Cumulative Level of Service. Table 9 compares cumulative a.m. and p.m. peak hour Levels of Service at study intersections with and without the proposed project. As indicated, all intersections will operate with Levels of Service that satisfy the City of Rocklin's minimum LOS C standard with completion of the project.

As the volume of traffic on Pacific Street increases in the future, the delays experienced by motorists waiting to turn onto the street at stop controlled intersections will become longer. Motorists at the Grove Street intersection will experience delays that are indicative of LOS D with and without the project. Motorists exiting the Train Depot Commercial Center will experience delays that indicate LOS D in the morning peak hour if the project is developed. In these cases the adequacy of traffic conditions is predicted on the overall Level of Service, which remains LOS A at each intersection. The City's minimum standard is maintained, and the project's traffic impact is not significant at these locations.



TABLE 9CUMULATIVE PLUS PROJECTPEAK HOUR INTERSECTION LEVELS OF SERVICE

		Time Period											
				AM Pea (7:00 to 9	k Hour :00 a.m.)					PM Pea (4:00 to 6	k Hour :00 p.m.)		
		Cumul	ative No	Project	Cumula	tive with	Project	Cumul	ative No	Project	Cumula	tive Plus	Project
Intersection	Control	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)	LOS	V/C	Average Delay (sec/veh)
Pacific Street / Midas Avenue	Signal	В	0.635	-	В	0.637	-	С	0.724		С	0.731	-
Pacific Street / Grove Street	NB Stop												
(overall)		(A)	-	(0.7)	(A)	-	(1.0)	(A)	-	(0.8)	(A)	-	(1.0)
Northbound left+right turn		С		15.4	С		18.3	D		26.6	D		32.0
Pacific Street / Yankee Hill Road	SB Stop												
(overall)		(A)	-	(0.6)	(A)	-	(0.6)	(A)	-	(1.0)	(A)	-	(0.7)
SB left+right turn		В		14.3	В		14.3	С		23.4	С		19.7
Pacific Street / Train Depot Comm	NB/SB stop												
(overall)		(A)	-	(0.3)	(A)	-	(0.4)	(A)	-	(0.0)	(A)	-	(0.1)
SB left+right turn		С		20.7	D		25.1	В		11.2	В		11.2
NB left+right turn		-		-	В		11.7	-		-	С		15.4
Pacific Street / Americana Way / Sierra Meadows Drive	Signal	А	0.503	-	А	0.507	-	С	0.752	-	С	0.755	-
Grove Street / Access	WB Stop												
(overall)		-	-	-	(A)	-	(1.7)	-	-	-	(A)	-	(1.4)
WB left+right turn					А		8.9				А		8.9
Grove Street / Cedar Street	All-Way Stop	А	-	8.6	А	-	8.7	А	-	8.8	А	-	8.8
Rocklin Road / Meyers Street	roundabout	С	-	18.5	С	-	19.0	c	-	22.0	С	-	22.5

Bold indicates conditions in excess of adopted minimum LOS standard. Note: Only PM Peak Hour is significant. (Overall LOS) is the significance criteria at unsignalized intersections controlled by side street stop signs.






CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers

7571-01 LT 1/16/2017





CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers

7571-01 LT 1/16/2017

TECHNICAL APPENDIX

FOR

QUARRY ROW SUBDIVISION TRAFFIC IMPACT ANALYSIS Rocklin, California

Prepared For:

TLA ENGINEERING & PLANNING

1504 Eureka Road, Suite 110 Roseville, CA 95661

Prepared By:

KD Anderson & Associates, Inc. 3853 Taylor Road, Suite G Loomis, CA 95650 (916) 660-1555

January 16, 2017

Job No. 7571-01

KD Anderson & Associates, Inc.

Transportation Engineers

7571-01

.927

.500

0.0%

.000

.945 .910

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2

% App Total

PHF .722 .000

.688

.000

.698

.400

(916) 771-8700 orders@atdtraffic.com

Unshifted Count = All Vehicles

File Name : 15-7484-001A Yankee Hill Road-Pacific Street.ppd Date : 5/27/2015

		Ya	ankee Hill Southbou	Road			I	Pacific Si Westhou	treet				Drivewa	ay Ind				Pacific St	reet]	
START TIME	LEET	THRU	RIGHT	LITURNS		LEET	THRU	RIGHT	LITURNS		LEET	THRU	RIGHT	LITURNS		LEET	THRU	RIGHT	LITURNS		Total	Liturn Total
07:00	.3	0	3	0	6	0	56	7	0	63	0	0	0	0	0	11	84	0	0	95	164	0
07:15	1	õ	3	õ	4	Ő	89	3	õ	92	Ő	õ	õ	Ő	Ő	12	123	Õ	õ	135	231	Ő
07:30	2	õ	7	õ	9	Ő	97	6	õ	103	Ő	õ	õ	õ	õ	13	145	õ	õ	158	270	Ő
07:45	2	0	11	0	13	0	112	10	0	122	0	0	0	0	0	16	150	0	0	166	301	0
Total	8	0	24	0	32	0	354	26	0	380	0	0	0	0	0	52	502	0	0	554	966	0
08:00	3	0	5	0	8	0	103	3	0	106	0	0	0	0	0	16	127	0	0	143	257	0
08:15	1	0	4	0	5	0	103	6	0	109	0	0	0	0	0	15	155	0	0	170	284	0
08:30	3	0	0	0	3	1	111	7	0	119	0	0	0	0	0	14	132	0	0	146	268	0
08:45	1	0	1	0	2	0	106	3	0	109	0	0	0	0	0	7	99	0	0	106	217	0
Total	8	0	10	0	18	1	423	19	0	443	0	0	0	0	0	52	513	0	0	565	1026	0
											•					•						
16:00	5	0	12	0	17	6	131	4	0	141	4	0	0	0	4	8	137	1	0	146	308	0
16:15	7	0	20	0	27	0	151	1	0	152	0	0	0	0	0	5	130	1	0	136	315	0
16:30	4	0	13	0	17	1	156	1	0	158	0	0	0	0	0	3	154	0	0	157	332	0
16:45	7	0	10	0	17	3	131	4	0	138	0	0	0	0	0	9	123	3	0	135	290	0
Total	23	0	55	0	78	10	569	10	0	589	4	0	0	0	4	25	544	5	0	574	1245	0
						_																
17:00	9	0	20	0	29	10	162	2	0	174	4	0	0	0	4	8	150	1	0	159	366	0
17:15	6	0	12	0	18	2	195	4	0	201	4	0	1	0	5	2	144	4	0	150	374	0
17:30	7	0	10	0	17	0	145	2	0	147	1	0	2	0	3	0	147	1	0	148	315	0
17:45	1	0	8	0	9	1	114	0	0	115	3	0	2	0	5	6	121	3	0	130	259	0
Total	23	0	50	0	73	13	616	8	0	637	12	0	5	0	17	16	562	9	0	587	1314	0
Grand Total	62	0	139	0	201	24	1962	63	0	2049	16	0	5	0	21	145	2121	14	0	2280	4551	0
Apprch %	30.8%	0.0%	69.2%	0.0%		1.2%	95.8%	3.1%	0.0%		76.2%	0.0%	23.8%	0.0%		6.4%	93.0%	0.6%	0.0%			
Total %	1.4%	0.0%	3.1%	0.0%	4.4%	0.5%	43.1%	1.4%	0.0%	45.0%	0.4%	0.0%	0.1%	0.0%	0.5%	3.2%	46.6%	0.3%	0.0%	50.1%	100.0%	

AM PEAK		Ya	ankee Hill	Road				Pacific St	reet				Drivewa	ay				Pacific St	reet		
HOUR			Southbo	und				Westbou	und				Northbo	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 07:30	to 08:30																		
Peak Hour Fo	r Entire Ir	ntersectio	n Begins	at 07:30																	_
07:30	2	0	7	0	9	0	97	6	0	103	0	0	0	0	0	13	145	0	0	158	270
07:45	2	0	11	0	13	0	112	10	0	122	0	0	0	0	0	16	150	0	0	166	301
08:00	3	0	5	0	8	0	103	3	0	106	0	0	0	0	0	16	127	0	0	143	257
08:15	1	0	4	0	5	0	103	6	0	109	0	0	0	0	0	15	155	0	0	170	284
Total Volume	8	0	27	0	35	0	415	25	0	440	0	0	0	0	0	60	577	0	0	637	1112
% App Total	22.9%	0.0%	77.1%	0.0%		0.0%	94.3%	5.7%	0.0%		0.0%	0.0%	0.0%	0.0%		9.4%	90.6%	0.0%	0.0%		
PHF	.667	.000	.614	.000	.673	.000	.926	.625	.000	.902	.000	.000	.000	.000	.000	.938	.931	.000	.000	.937	.924
																					_
PM PEAK		Ya	ankee Hill	Road				Pacific St	reet				Drivewa	ay				Pacific St	reet		
HOUR			Southbo	und				Westbou	und				Northbo	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 16:30	to 17:30																		
Peak Hour Fo	r Entire Ir	ntersectio	n Begins	at 16:30																	_
16:30	4	0	13	0	17	1	156	1	0	158	0	0	0	0	0	3	154	0	0	157	332
16:45	7	0	10	0	17	3	131	4	0	138	0	0	0	0	0	9	123	3	0	135	290
17:00	9	0	20	0	29	10	162	2	0	174	4	0	0	0	4	8	150	1	0	159	366
17:15	6	0	12	0	18	2	195	4	0	201	4	0	1	0	5	2	144	4	0	150	374
Total Volume	26	0	55	0	81	16	644	11	0	671	8	0	1	0	9	22	571	8	0	601	1362
% App Total	32.1%	0.0%	67.9%	0.0%		2.4%	96.0%	1.6%	0.0%		88.9%	0.0%	11.1%	0.0%		3.7%	95.0%	1.3%	0.0%		

.835 .500

.250

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.450

.611

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.688

.826

0.0%

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7571-01

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2

(916) 771-8700 orders@atdtraffic.com

Unshifted Count = All Vehicles

File Name : 15-7484-001B Grove Street-Pacific Street.ppd Date : 5/27/2015

			Cauthhau	und				Pacific St	reet				Grove Str	reet				Pacific St	treet			
	LEET	тири				LEET	тири				LEET	TUDU				LEET	TUDU	Easibol			Total	Liture Total
07:00				010KN3	APP.TUTAL	LEF I	61		010KNS	APP.TOTAL 66	2			010KN3	APP.TUTAL					APP.TUTAL 80	164	
07:00	0	0	0	0	0	1	99	0	0	00	2	0	7	0	7	0	120	1	0	133	232	0
07:13	0	0	0	0	0	4	00 Q/	0	0	103	1	0	7	0	8	0	129	1	0	152	263	0
07:45	0	0	0	0	0	6	118	0	0	124	2	0	7	0	9	0	157	1	0	158	203	0
Total	0	0	0	0	0	24	361	0	0	385	5	0	28	0	33	0 0	525	7	0	532	950	0
1 Otda	Ū	Ū	Ū	0	Ū	24	001	Ū	0	000	Ŭ	Ū	20	0	00	Ŭ	020	'	Ū	002	000	Ū
08:00	0	0	0	0	0	12	96	0	0	108	3	0	16	0	19	0	128	3	0	131	258	0
08:15	0	0	0	0	0	15	92	0	0	107	4	0	15	0	19	0	154	4	0	158	284	0
08:30	0	0	0	0	0	2	108	0	0	110	3	0	7	0	10	0	136	2	0	138	258	0
08:45	0	0	0	0	0	7	101	0	0	108	2	0	2	0	4	0	105	2	0	107	219	0
Total	0	0	0	0	0	36	397	0	0	433	12	0	40	0	52	0	523	11	0	534	1019	0
-																						
16:00	0	0	0	0	0	4	140	0	0	144	1	0	8	0	9	0	137	7	0	144	297	0
16:15	0	0	0	0	0	7	167	0	0	174	2	0	5	0	7	0	132	6	0	138	319	0
16:30	0	0	0	0	0	10	157	0	0	167	0	0	12	0	12	0	145	2	0	147	326	0
16:45	0	0	0	0	0	8	135	0	0	143	5	0	4	0	9	0	132	2	0	134	286	0
Total	0	0	0	0	0	29	599	0	0	628	8	0	29	0	37	0	546	17	0	563	1228	0
17:00	0	0	0	0	0	11	175	0	0	186	1	0	11	0	12	0	147	5	0	152	350	0
17:15	0	0	0	0	0	8	201	0	0	209	6	0	7	0	13	0	142	6	0	148	370	0
17:30	0	0	0	0	0	7	151	0	0	158	3	0	4	0	7	0	144	1	0	145	310	0
17:45	0	0	0	0	0	8	114	0	0	122	2	0	5	0	7	0	128	5	0	133	262	0
Total	0	0	0	0	0	34	641	0	0	675	12	0	27	0	39	0	561	17	0	578	1292	0
																. .						
Grand Total	0	0	0	0	0	123	1998	0	0	2121	37	0	124	0	161	0	2155	52	0	2207	4489	0
Apprch %	0.0%	0.0%	0.0%	0.0%		5.8%	94.2%	0.0%	0.0%		23.0%	0.0%	77.0%	0.0%		0.0%	97.6%	2.4%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	44.5%	0.0%	0.0%	47.2%	0.8%	0.0%	2.8%	0.0%	3.6%	0.0%	48.0%	1.2%	0.0%	49.2%	100.0%	

AM PEAK								Pacific St	treet				Grove St	reet				Pacific St	treet		1
HOUR			Southbo	und				Westbou	und				Northbou	und				Eastbou	Ind		1
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 07:30	to 08:30																		
Peak Hour Fo	r Entire II	ntersectio	n Begins	at 07:30																	
07:30	0	0	0	0	0	9	94	0	0	103	1	0	7	0	8	0	151	1	0	152	263
07:45	0	0	0	0	0	6	118	0	0	124	2	0	7	0	9	0	157	1	0	158	291
08:00	0	0	0	0	0	12	96	0	0	108	3	0	16	0	19	0	128	3	0	131	258
08:15	0	0	0	0	0	15	92	0	0	107	4	0	15	0	19	0	154	4	0	158	284
Total Volume	0	0	0	0	0	42	400	0	0	442	10	0	45	0	55	0	590	9	0	599	1096
% App Total	0.0%	0.0%	0.0%	0.0%		9.5%	90.5%	0.0%	0.0%		18.2%	0.0%	81.8%	0.0%		0.0%	98.5%	1.5%	0.0%		
PHF	.000	.000	.000	.000	.000	.700	.847	.000	.000	.891	.625	.000	.703	.000	.724	.000	.939	.563	.000	.948	.942
																					_
		Pacific Street											Crowo St	root				Dooifio C	traat		1

FINIFEAR								Pacific Si	reet				Grove Su	eel				Pacific Si	reel		
HOUR			Southbo	und				Westbou	und				Northbou	nd				Eastbou	Ind		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 16:30	to 17:30																		
Peak Hour Fo	r Entire Ir	ntersectio	n Begins	at 16:30																	
16:30	0	0	0	0	0	10	157	0	0	167	0	0	12	0	12	0	145	2	0	147	326
16:45	0	0	0	0	0	8	135	0	0	143	5	0	4	0	9	0	132	2	0	134	286
17:00	0	0	0	0	0	11	175	0	0	186	1	0	11	0	12	0	147	5	0	152	350
17:15	0	0	0	0	0	8	201	0	0	209	6	0	7	0	13	0	142	6	0	148	370
Total Volume	0	0	0	0	0	37	668	0	0	705	12	0	34	0	46	0	566	15	0	581	1332
% App Total	0.0%	0.0%	0.0%	0.0%		5.2%	94.8%	0.0%	0.0%		26.1%	0.0%	73.9%	0.0%		0.0%	97.4%	2.6%	0.0%		
PHF	.000	.000	.000	.000	.000	.841	.831	.000	.000	.843	.500	.000	.708	.000	.885	.000	.963	.625	.000	.956	.900

7571-01

.000 .250

.915

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.500

.909 .877

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2

PHF .000

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(916) 771-8700 orders@atdtraffic.com

File Name : 15-7484-002 Retail Access Driveway-Pacific Street.ppd Date : 5/27/2015

									Unshi	fted Count	= All Ve	hicles									_	
		Reta	il Access [Driveway				Pacific St	reet									Pacific St	reet			
			Southbou	und				Westbou	Ind				Northbou	und				Eastbou	nd			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	0	0	0	0	0	0	63	1	0	64	0	0	0	0	0	0	86	0	0	86	150	0
07:15	1	0	0	0	1	0	90	0	0	90	0	0	0	0	0	1	124	0	0	125	216	0
07:30	0	0	0	0	0	0	103	1	0	104	0	0	0	0	0	1	144	0	0	145	249	0
07:45	1	0	0	0	1	0	122	1	0	123	0	0	0	0	0	3	153	0	1	157	281	1
Total	2	0	0	0	2	0	378	3	0	381	0	0	0	0	0	5	507	0	1	513	896	1
1											i .					i .						
08:00	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	1	123	0	0	124	224	0
08:15	0	0	1	0	1	0	108	1	0	109	0	0	0	0	0	10	144	0	0	154	264	0
08:30	4	0	9	0	13	0	105	4	0	109	0	0	0	0	0	9	132	0	0	141	263	0
08:45	1	0	0	0	1	0	106	0	0	106	0	0	0	0	0	6	92	0	0	98	205	0
Total	5	0	10	0	15	0	419	5	0	424	0	0	0	0	0	26	491	0	0	517	956	0
16:00	0	0	0	0	0	0	136	2	0	138	0	0	0	0	0	1 1	145	0	0	146	284	0
16:15	0	0	0	0	0	0	154	1	0	155	0	0	0	0	0	1	140	0	1	142	297	1
16:30	Ő	õ	õ	õ	õ	Ő	149	0	õ	149	Ő	Ő	Ő	õ	õ	0	149	Ő	1	150	299	1
16:45	0	0	0	0	0	0	144	0	0	144	0	0	0	0	0	0	128	0	0	128	272	0
Total	0	0	0	0	0	0	583	3	0	586	0	0	0	0	0	2	562	0	2	566	1152	2
17:00	0	0	0	0	0	0	172	0	0	172	0	0	0	0	0	1	165	0	1	167	339	1
17:15	0	0	0	0	0	0	201	0	0	201	0	0	0	0	0	0	162	0	0	162	363	0
17:30	0	0	0	0	0	0	144	0	0	144	0	0	0	0	0	0	145	0	2	147	291	2
17:45	0	0	1	0	1	0	113	0	0	113	0	0	0	0	0	1	120	0	1	122	236	1
Total	0	0	1	0	1	0	630	0	0	630	0	0	0	0	0	2	592	0	4	598	1229	4
Grand Total	7	0	11	0	18	0	2010	11	0	2021	0	0	0	0	0	35	2152	0	7	2194	4233	7
Apprch %	38.9%	0.0%	61.1%	0.0%		0.0%	99.5%	0.5%	0.0%		0.0%	0.0%	0.0%	0.0%		1.6%	98.1%	0.0%	0.3%			
Total %	0.2%	0.0%	0.3%	0.0%	0.4%	0.0%	47.5%	0.3%	0.0%	47.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	50.8%	0.0%	0.2%	51.8%	100.0%	

AM PEAK		Retai	I Access	Driveway				Pacific St	reet									Pacific Str	reet		
HOUR			Southbox	und				Westbou	und				Northbou	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Ar	nalysis Fro	om 07:45	to 08:45																		
Peak Hour Fo	or Entire Ir	ntersection	n Begins	at 07:45		_									-						_
07:45	1	0	0	0	1	0	122	1	0	123	0	0	0	0	0	3	153	0	1	157	281
08:00	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	1	123	0	0	124	224
08:15	0	0	1	0	1	0	108	1	0	109	0	0	0	0	0	10	144	0	0	154	264
08:30	4	0	9	0	13	0	105	4	0	109	0	0	0	0	0	9	132	0	0	141	263
Total Volume	5	0	10	0	15	0	435	6	0	441	0	0	0	0	0	23	552	0	1	576	1032
% App Total	33.3%	0.0%	66.7%	0.0%		0.0%	98.6%	1.4%	0.0%		0.0%	0.0%	0.0%	0.0%		4.0%	95.8%	0.0%	0.2%		
PHF	.313	.000	.278	.000	.288	.000	.891	.375	.000	.896	.000	.000	.000	.000	.000	.575	.902	.000	.250	.917	.918
PM PEAK		Retai	I Access	Driveway				Pacific St	reet								1	Pacific Str	reet		
HOUR			Southbox	und				Westbou	und				Northbou	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Ar	nalysis Fro	om 16:30	to 17:30																		
Peak Hour Fo	or Entire Ir	ntersection	n Begins	at 16:30		_									-						_
16:30	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	0	149	0	1	150	299
16:45	0	0	0	0	0	0	144	0	0	144	0	0	0	0	0	0	128	0	0	128	272
17:00	0	0	0	0	0	0	172	0	0	172	0	0	0	0	0	1	165	0	1	167	339
17:15	0	0	0	0	0	0	201	0	0	201	0	0	0	0	0	0	162	0	0	162	363
Total Volume	0	0	0	0	0	0	666	0	0	666	0	0	0	0	0	1	604	0	2	607	1273
% App Total	0.0%	0.0%	0.0%	0.0%		0.00/	100 00/	0.00/	0.00/		0.00/	0.00/	0.00/	0.00/		0.20/	00 50/	0.00/	0.20/		

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7571-01

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2 (916) 771-8700 orders@atdtraffic.com

File Name : 15-7484-003 Sierra Meadows Drive-Pacific Street.ppd Date : 5/27/2015

									Unshif	ted Count	= All Ve	hicles									_	
		Sierr	a Meadov	ws Drive			I	Pacific St	reet			Sierr	a Meadov	vs Drive				Pacific Str	eet			
			Southbou	und				Westbou	ind				Northbou	ind				Eastbou	nd			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	3	7	8	0	18	6	48	1	0	55	13	3	11	0	27	1	79	11	0	91	191	0
07:15	5	6	19	0	30	5	70	1	0	76	8	7	11	0	26	3	102	19	0	124	256	0
07:30	6	9	9	0	24	3	89	3	0	95	5	6	6	0	17	5	118	20	0	143	279	0
07:45	8	3	17	0	28	7	96	1	0	104	14	1	15	0	30	4	123	28	1	156	318	1
Total	22	25	53	0	100	21	303	6	0	330	40	17	43	0	100	13	422	78	1	514	1044	1
08.00	8	11	18	0	37	11	65	1	0	77	12	8	10	0	30	10	79	29	1	119	263	1
08:15	4	12	21	0	37	8	69	1	0	78	19	6	10	0	35	13	97	32	0	142	292	0
08:30	3	3	12	0	18	11	83	1	0	95	13	8	8	0	29	10	109	20	0	139	281	0
08:45	2	5	9	0	16	11	70	2	0	83	25	5	26	0	56	4	57	30	3	94	249	3
Total	17	31	60	0	108	41	287	5	0	333	69	27	54	0	150	37	342	111	4	494	1085	4
16:00	3	4	7	0	14	24	107	5	0	136	27	6	9	0	42	10	107	42	1	160	352	1
16:15	5	6	13	0	24	10	113	3	0	126	26	8	12	0	46	9	114	19	0	142	338	0
16:30	0	6	13	0	19	19	111	2	0	132	30	11	22	0	63	9	119	20	1	149	363	1
16:45	0	9	9	0	18	11	104	2	0	117	23	10	16	0	49	9	100	17	0	126	310	0
Total	8	25	42	0	75	64	435	12	0	511	106	35	59	0	200	37	440	98	2	577	1363	2
17:00	3	9	12	0	24	17	139	4	0	160	33	18	14	0	65	6	127	34	1	168	417	1
17:15	4	8	12	0	24	30	140	1	0	171	43	10	12	0	65	12	123	28	1	164	424	1
17:30	4	2	13	0	19	11	111	4	1	127	30	9	12	0	51	4	118	23	0	145	342	1
17:45	3	6	7	0	16	10	94	7	0	111	19	13	14	0	46	11	95	18	1	125	298	1
Total	14	25	44	0	83	68	484	16	1	569	125	50	52	0	227	33	463	103	3	602	1481	4
Grand Total	61	106	199	0	366	194	1509	39	1	1743	340	129	208	0	677	120	1667	390	10	2187	4973	11
Apprch %	16.7%	29.0%	54.4%	0.0%		11.1%	86.6%	2.2%	0.1%		50.2%	19.1%	30.7%	0.0%		5.5%	76.2%	17.8%	0.5%			
Total %	1.2%	2.1%	4.0%	0.0%	7.4%	3.9%	30.3%	0.8%	0.0%	35.0%	6.8%	2.6%	4.2%	0.0%	13.6%	2.4%	33.5%	7.8%	0.2%	44.0%	100.0%	

AM PEAK		Sien	ra Meado	ws Drive				Pacific St	reet			Sierr	a Meadov	ws Drive				Pacific St	reet		
HOUR			Southbo	und				Westbou	ind				Northbou	Ind				Eastbou	ind		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 07:45	to 08:45																		
Peak Hour For	r Entire Ir	ntersectio	n Begins	at 07:45																	
07:45	8	3	17	0	28	7	96	1	0	104	14	1	15	0	30	4	123	28	1	156	318
08:00	8	11	18	0	37	11	65	1	0	77	12	8	10	0	30	10	79	29	1	119	263
08:15	4	12	21	0	37	8	69	1	0	78	19	6	10	0	35	13	97	32	0	142	292
08:30	3	3	12	0	18	11	83	1	0	95	13	8	8	0	29	10	109	20	0	139	281
Total Volume	23	29	68	0	120	37	313	4	0	354	58	23	43	0	124	37	408	109	2	556	1154
% App Total	19.2%	24.2%	56.7%	0.0%		10.5%	88.4%	1.1%	0.0%		46.8%	18.5%	34.7%	0.0%		6.7%	73.4%	19.6%	0.4%		
PHF	.719	.604	.810	.000	.811	.841	.815	1.000	.000	.851	.763	.719	.717	.000	.886	.712	.829	.852	.500	.891	.907
PM PEAK		Sier	ra Meado	ws Drive				Pacific St	reet			Sierr	a Meadov	ws Drive				Pacific St	reet		
HOUR	د Southbound Westbound												Northbou	Ind				Eastbou	ind		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
START TIME	INE LEFT THRU RIGHT UTURNS APP.TOTAL TO											Total									

START HIVE	LLII		RIGHT	UTURNS	AP
Peak Hour A	Analysis Fro	om 16:30	to 17:30		
Peak Hour F	or Entire I	ntersection	n Begins :	at 16:30	

16:30	0	6	13	0	19	19	111	2	0	132	30	11	22	0	63	9	119	20	1	149	363
16:45	0	9	9	0	18	11	104	2	0	117	23	10	16	0	49	9	100	17	0	126	310
17:00	3	9	12	0	24	17	139	4	0	160	33	18	14	0	65	6	127	34	1	168	417
17:15	4	8	12	0	24	30	140	1	0	171	43	10	12	0	65	12	123	28	1	164	424
Total Volume	7	32	46	0	85	77	494	9	0	580	129	49	64	0	242	36	469	99	3	607	1514
% App Total	8.2%	37.6%	54.1%	0.0%		13.3%	85.2%	1.6%	0.0%		53.3%	20.2%	26.4%	0.0%		5.9%	77.3%	16.3%	0.5%		
PHF	.438	.889	.885	.000	.885	.642	.882	.563	.000	.848	.750	.681	.727	.000	.931	.750	.923	.728	.750	.903	.893

7571-01

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2 (916) 771-8700 orders@atdtraffic.com

File Name : 15-7484-004 Grove Street-Cedar Street.ppd Date : 5/27/2015

	Unshifted Count = All Vehicles Grove Street Cedar Street Cedar Street																					
			Grove Str	reet				Cedar Str	reet				Grove St	reet				Cedar St	reet			
			Southbou	und				Westbou	ınd				Northbou	und				Eastbou	nd			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	13	5	0	0	18	2	1	7	0	10	0	1	0	0	1	0	1	0	0	1	30	0
07:15	8	2	0	0	10	0	1	9	0	10	0	2	0	0	2	0	4	0	0	4	26	0
07:30	4	7	1	0	12	0	2	7	0	9	0	3	0	0	3	3	3	0	0	6	30	0
07:45	17	6	0	0	23	5	4	8	0	17	0	5	0	0	5	0	7	0	0	7	52	0
Total	42	20	1	0	63	7	8	31	0	46	0	11	0	0	11	3	15	0	0	18	138	0
00.00		•	•	0	10		45	05	0	50		0		•			00		0	04	400	0
08:00	34	8	0	0	42	8	15	35	0	58	0	3	1	0	4	1	22	1	0	24	128	0
08:15	30	8	2	0	40	1	12	34	0	53	0	9	0	0	9	0	9	0	0	9	111	0
08:30	2	2	0	0	4	2	2	9	0	13	0	4	0	0	4	0	0	1	0	1	22	0
08:45	6	6	2	0	14	0	1	4	0	5	0	3	0	0	3	0	1	0	0	1	23	0
l otal	72	24	4	0	100	17	30	82	0	129	0	19	1	0	20	1	32	2	0	35	284	0
16:00	8	6	0	0	14	1	1	17	0	19	0	2	0	0	2	1	1	0	0	2	37	0
16:15	11	3	1	0	15	2	6	9	0	17	0	4	0	0	4	0	4	1	0	5	41	0
16:30	5	1	1	0	7	1	7	7	0	15	0	5	0	0	5	1	2	0	0	3	30	0
16:45	6	5	3	0	14	0	4	9	1	14	0	3	1	0	4	0	2	0	0	2	34	1
Total	30	15	5	0	50	4	18	42	1	65	0	14	1	0	15	2	9	1	0	12	142	1
		-		-												i .		_				
17:00	19	2	1	0	-22	0	1	19	0	20	0	1	0	0	1	1	2	0	0	3	46	0
17:15	11	8	1	0	20	1	2	7	0	10	1	4	0	0	5	0	2	0	0	2	37	0
17:30	10	5	1	0	16	0	3	14	0	17	0	2	0	0	2	1	3	0	0	4	39	0
17:45	3	8	4	0	15	0	3	5	0	8	0	5	0	0	5	0	3	0	0	3	31	0
l otal	43	23	7	0	73	1	9	45	0	55	1	12	0	0	13	2	10	0	0	12	153	0
Grand Total	187	82	17	0	286	29	65	200	1	295	1	56	2	0	59	8	66	3	0	77	717	1
Apprch %	65.4%	28.7%	5.9%	0.0%	200	9.8%	22.0%	67.8%	0.3%	200	1.7%	94.9%	3.4%	0.0%	20	10.4%	85.7%	3.9%	0.0%			•
Total %	26.1%	11.4%	2.4%	0.0%	39.9%	4.0%	9.1%	27.9%	0.1%	41.1%	0.1%	7.8%	0.3%	0.0%	8.2%	1.1%	9.2%	0.4%	0.0%	10.7%	100.0%	
/ 0101 / 0	/			2.370			2.170		2.170				2.070	2.370	2.270		2.270	2.170	2.070			

AM PEAK			Grove St	reet			Cedar Street						Grove St	reet				Cedar Str	eet		
HOUR			Southbo	und				Westbou	Ind				Northbo	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Ar	alysis Fro	om 07:30	to 08:30																		
Peak Hour Fo	r Entire Ir	ntersectio	n Begins	at 07:30																	
07:30	4	7	1	0	12	0	2	7	0	9	0	3	0	0	3	3	3	0	0	6	30
07:45	17	6	0	0	23	5	4	8	0	17	0	5	0	0	5	0	7	0	0	7	52
08:00	34	8	0	0	42	8	15	35	0	58	0	3	1	0	4	1	22	1	0	24	128
08:15	30	8	2	0	40	7	12	34	0	53	0	9	0	0	9	0	9	0	0	9	111
Total Volume	85	29	3	0	117	20	33	84	0	137	0	20	1	0	21	4	41	1	0	46	321
% App Total	72.6%	24.8%	2.6%	0.0%		14.6%	24.1%	61.3%	0.0%		0.0%	95.2%	4.8%	0.0%		8.7%	89.1%	2.2%	0.0%		
PHF	.625	.906	.375	.000	.696	.625	.550	.600	.000	.591	.000	.556	.250	.000	.583	.333	.466	.250	.000	.479	.627
											-										
PM PEAK			Grove St	reet				Cedar St	reet				Grove St	reet				Cedar Str	reet		
HOUR			Southbo	und				Westbou	Ind				Northbo	und				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Ar	alysis Fro	om 16:45	to 17:45																		
Peak Hour Fo	r Entire Ir	ntersectio	n Begins	at 16:45																	
16:45	6	5	3	0	14	0	4	9	1	14	0	3	1	0	4	0	2	0	0	2	34

	•	•	•	•		•		•			•	•		•		•	_	•	•	-	•••
17:00	19	2	1	0	22	0	1	19	0	20	0	1	0	0	1	1	2	0	0	3	46
17:15	11	8	1	0	20	1	2	7	0	10	1	4	0	0	5	0	2	0	0	2	37
17:30	10	5	1	0	16	0	3	14	0	17	0	2	0	0	2	1	3	0	0	4	39
Total Volume	46	20	6	0	72	1	10	49	1	61	1	10	1	0	12	2	9	0	0	11	156
% App Total	63.9%	27.8%	8.3%	0.0%		1.6%	16.4%	80.3%	1.6%		8.3%	83.3%	8.3%	0.0%		18.2%	81.8%	0.0%	0.0%		
PHF	.605	.625	.500	.000	.818	.250	.625	.645	.250	.763	.250	.625	.250	.000	.600	.500	.750	.000	.000	.688	.848

7571-01

City of Rocklin All Vehicles on Unshifted Nothing on Bank 1 Nothing on Bank 2 (916) 771-8700 orders@atdtraffic.com

File Name : 15-7484-005 Meyers Street-Rocklin Road.ppd Date : 5/27/2015

Unshifted Count = All Vehicles																						
		1	Meyers St	reet				Rocklin Re	oad				Meyers St	reet				Rocklin R	load			
			Southbou	und				Westbou	nd				Northbou	ind				Eastbou	ind			
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	24	0	4	0	28	6	75	8	1	90	0	0	0	0	0	1	77	1	0	79	197	1
07:15	22	0	3	0	25	1	54	16	0	71	1	0	1	0	2	2	79	1	0	82	180	0
07:30	14	0	6	0	20	2	100	25	1	128	0	0	0	0	0	8	110	1	0	119	267	1
07:45	29	0	7	0	36	0	106	39	1	146	0	0	3	0	3	21	123	0	1	145	330	2
Total	89	0	20	0	109	9	335	88	3	435	1	0	4	0	5	32	389	3	1	425	974	4
08.00	78	0	28	0	106	0	103	56	2	161	0	0	0	0	0	59	117	2	0	178	445	2
08:15	61	3	20	0	85	1	124	30	2	157	0	0	0	0	0	35	77	1	0	113	355	2
00.10	10	1	21	0	22	3	101	16	2	107	0	0	0	0	0	1	73	1	0	75	210	2
08:45	15	0	0	0	15	1	120	10	2	152	1	0	0	0	1	1	06	1	0	7.5	219	2
Total	172	0	E2	0	220	4	123	110	0	502	1	0	0	0	1	06	363	5	0	90	1205	
		·	02	Ū	220				Ū	002		0	Ũ	Ū	·			0	Ũ	101		0
16:00	21	0	5	0	26	3	140	27	3	173	1	0	2	0	3	7	150	1	1	159	361	4
16:15	21	0	5	0	26	1	163	28	1	193	2	0	2	0	4	5	152	0	1	158	381	2
16:30	20	0	7	0	27	1	163	31	5	200	2	0	1	0	3	3	145	0	1	149	379	6
16:45	16	0	7	0	23	0	161	33	5	199	0	0	1	0	1	4	147	0	1	152	375	6
Total	78	0	24	0	102	5	627	119	14	765	5	0	6	0	11	19	594	1	4	618	1496	18
17:00	23	0	6	0	29	0	151	38	1	190	2	1	2	0	5	20	154	1	0	175	399	1
17:15	25	0	4	0	29	0	186	37	5	228	0	0	1	0	1	18	156	0	0	174	432	5
17:30	25	0	4	0	29	2	159	29	5	195	1	0	1	0	2	6	135	1	0	142	368	5
17:45	15	0	1	0	16	2	172	19	1	194	1	0	2	0	3	7	129	3	0	139	352	1
Total	88	0	15	0	103	4	668	123	12	807	4	1	6	0	11	51	574	5	0	630	1551	12
Grand Total Apprch %	427 78.8%	4 0.7%	111 20.5%	0 0.0%	542	26 1.0%	2087 80.3%	448 17.2%	38 1.5%	2599	11 39.3%	1 3.6%	16 57.1%	0 0.0%	28	198 9.3%	1920 89.8%	14 0.7%	5 0.2%	2137	5306	43
i otal %	8.0%	0.1%	2.1%	0.0%	10.2%	0.5%	39.3%	8.4%	0.7%	49.0%	0.2%	0.0%	0.3%	0.0%	0.5%	3.7%	36.2%	0.3%	0.1%	40.3%	100.0%	

AM PEAK			Meyers Street Rocklin Road										Meyers St	reet				Rocklin F	Road		
HOUR			Southbo	und				Westbou	und				Northbou	nd				Eastbou	und		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	om 07:30	to 08:30																		
Peak Hour Fo	r Entire II	ntersectio	on Begins	at 07:30																	
07:30	14	0	6	0	20	2	100	25	1	128	0	0	0	0	0	8	110	1	0	119	267
07:45	29	0	7	0	36	0	106	39	1	146	0	0	3	0	3	21	123	0	1	145	330
08:00	78	0	28	0	106	0	103	56	2	161	0	0	0	0	0	59	117	2	0	178	445
08:15	61	3	21	0	85	1	124	30	2	157	0	0	0	0	0	35	77	1	0	113	355
Total Volume	182	3	62	0	247	3	433	150	6	592	0	0	3	0	3	123	427	4	1	555	1397
% App Total	73.7%	1.2%	25.1%	0.0%		0.5%	73.1%	25.3%	1.0%		0.0%	0.0%	100.0%	0.0%		22.2%	76.9%	0.7%	0.2%		
PHF	.583	.250	.554	.000	.583	.375	.873	.670	.750	.919	.000	.000	.250	.000	.250	.521	.868	.500	.250	.779	.785
PM PEAK			Meyers S	treet				Rocklin R	load				Meyers St	reet				Rocklin F	Road		
HOUR			Southbo	und				Westbou	und				Northbou	nd				Eastbou	und		

HOUR			Southbou	ind				Westbou	ind				Northbou	ind				Eastbou	nd		
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour An	alysis Fro	m 16:30 f	to 17:30																		
Peak Hour For	Entire In	tersection	n Begins a	at 16:30																	
16:30	20	0	7	0	27	1	163	31	5	200	2	0	1	0	3	3	145	0	1	149	379
16:45	16	0	7	0	23	0	161	33	5	199	0	0	1	0	1	4	147	0	1	152	375
17:00	23	0	6	0	29	0	151	38	1	190	2	1	2	0	5	20	154	1	0	175	399
17:15	25	0	4	0	29	0	186	37	5	228	0	0	1	0	1	18	156	0	0	174	432
Total Volume	84	0	24	0	108	1	661	139	16	817	4	1	5	0	10	45	602	1	2	650	1585
% App Total	77.8%	0.0%	22.2%	0.0%		0.1%	80.9%	17.0%	2.0%		40.0%	10.0%	50.0%	0.0%		6.9%	92.6%	0.2%	0.3%		
PHF	.840	.000	.857	.000	.931	.250	.888.	.914	.800	.896	.500	.250	.625	.000	.500	.563	.965	.250	.500	.929	.917

EXISTING AM Fri Jan 13, 2017 06:29:34

EXSITING PLUS PROJECT

7571-01 TLA: QUARRY ROW SUBDIVISION

Scenario Report Scenario: EXISTING AM

Command:	Default Command
Volume:	EX AM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	AM PEAK
Trip Distribution:	AM CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

EXIS	ring AM		Fri Jan 1	3, 20	17 06:	29:34			Page	2-1
		757	EXSITIN 1-01 TLA: Ç	G PLU UARRY	IS PROJ	ECT UBDIVISI(ON		, ;	
			Trip Gen	erati	on Rep	ort				
			Forecas	t for	AM PE	AK				
Zone #	Subzone	Amount	Units		Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
~										
10	QUARRY ROW Zone 10	64.00 Subtotal	sfr 	* * * * *	0.19	0.56	12 12	36 36	48 48	100.0 100.0
TOTAI			• • • • • • • • • • •	• • • • • •	• • • • • • •	• • • • • • • • •	12	36	48	100.0

EXISTING	AM		F	'ri Jan	13, 2	017 06	:29:34			Page 3	3-1		
		-	7571-0	EXSIT 1 TLA:	ING PL	US PRO. Y ROW S	JECT SUBDIV:	ISION					
	Trip Distribution Report												
	Percent Of Trips AM CURRENT												
					To Gate	es							
	З	4	6	7	11	14	15	17	18	19			
Zone													
10	20.0	10.0	8.0	32.0	5.0	5.0	5.0	5.0	5.0	5.0			

EXISTI	ING AM			F	ri Ja	n 13, 2	2017 0	6:29:	34			Page	4-1
				571-0	EXSI 1 TLA	TING PI ; QUARE	LUS PR RY ROW	OJECT SUBD	IVISION	¥			
		• •• •• •• •• ••			Turni	na Move	ement	Repor					
						AM I	PEAK		-				
Volume	e No	orthbo	und	S	outhb	ound	E	astbo	und	W	estbo	und	Total
Туре	Left	Thru 1	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac	ific S	St / M:	idas A	ve									
Base	27	74	9	275	112	244	73	352	22	2	253	132	1575
Added	0	0	0	2	0	0	0	3	0	0	10	6	21
Total	27	74	9	277	112	244	73	355	22	2	263	138	1596
#2 PAC	CIFIC /	GROVI	3										
Base	10	0	45	0	0	0	0	590	9	42	400	0	1096
Added	17	0	0	0	0	0	0	3	2	0	0	0	22
Total	27	0	45	0	0	0	0	593	11	42	400	0	1118
#3 PAC	FIC /	YANKEI	S HILL										
Base	0	0	0	8	0	27	60	577	0	0	415	25	1112
Added	0	0	0	0	0	0	0	4	0	0	0	0	4
Total	0	0	0	8	0	27	60	581	0	0	415	25	1116
#4 PAC	FIC AC	CESS											
Base	0	0	0	5	0	10	23	552	0	0	435	6	1031
Added	0	0	8	0	0	0	0	0	3	3	0	0	14
Total	0	0	8	5	0	10	23	552	3	3	435	6	1045
#5 PAc	ific S	t/An	merica	n Way									
Base	58	23	43	23	29	68	39	408	109	37	313	4	1154
Added	0	0	0	0	0	0	0	8	1	0	3	0	12
Total	58	23	43	23	29	68	39	416	110	37	316	4	1166
#6 GRO	VE / A	CCESS											
Base	0	55	0	0	51	0	0	0	0	0	0	0	106
Added	0	0	4	2	0	0	0	0	0	11	0	17	34
Total	0	55	4	2	51	0	0	0	0	11	0	17	140
#7 GRO	VE ST	/ CEDA	AR ST										
Base	20	33	84	4	41	1	0	20	1	85	29	3	321
Added	0	0	3	0	0	0	0	1	0	9	2	0	15
Total	20	33	87	4	41	1	0	21	1	94	31	3	336
#8 Roc	klin R	d∕M∈	eyers	St									
Base	9	433	150	124	427	4	0	0	3	182	3	62	1397
Added	0	1	2	0	5	0	0	0	0	7	0	0	15
Total	9	434	152	124	432	4	0	0	3	189	3	62	1412
#22 PA	CIFIC	/ ROCK	LIN R	DAD									
Base	327	145	126	39	145	60	23	417	393	139	359	24	2197
Added	0	0	1	0	0	0	0	2	0	3	7	0	13
Total	327	145	127	39	145	60	23	419	393	142	366	24	2210

E	XIS	TING AM Fri Jan	13,	2017	06:	29:3	7				Page 6	-1
		EXSITI 7571-01 TLA:	ng Qua	PLUS P RRY RO	ROJ W S	ECT SUBDI	VIS	ION				
		Impact Leve	Ana 1 O	lysis f Serv	Rep ice	ort						
I	nte	rsection	Т	B Del	ase /	V/	Ť	Fu Del	ture / V/		Chan in	ge
#	1	Pacific St / Midas Ave	A	XXXXX	0.	378	A	XXXXX	0.383	ł	0.005	V/C
#	2	PACIFIC / GROVE	В	11.5	0.	065	В	12.7	0.069	+	1.249	D/V
Ħ	3	PACFIC / YANKEE HILL	В	10.7	0.	054	В	10.7	0.054	+	0.004	D/V
Ħ	4	PACFIC ACCESS	В	11.8	0.	021	В	12.5	0.021	ł	0.706	D/V
Ħ	5	PAcific St / American Way	A	XXXXX	0.	311	А	XXXXX	0.314	ł	0.003	V/C
#	6	GROVE / ACCESS	A	0.0	0.	000	A	8.9	0.017	+	8.879	D/V
Ħ	7	GROVE ST / CEDAR ST	A	7.8	0.	155	A	7,9	0.164	÷	0.009	V/C
Ħ	8	Rocklin Rd / Meyers St	A	5.8	0.	522	A	5,8	0.525	÷	0,003	V/C
Ħ	22	PACIFIC / ROCKLIN ROAD	В	xxxxx	0.	654	В	xxxxx	0.656	÷	0.002	v/c

EXISTING AM			Fı	ri Jan	13,	2017 0	6:29:3	7			Page	7-1
		*	7571-01	EXSIT L TLA:	ING P QUAR	LUS PRO RY ROW	OJECT SUBDI	VISIO	N			
			Level ()f Ser	 vice	Computa	ation	Repor				
	Circu	lar 2	12 Plar	nning	Metho	d (Base	e Volu	me Al	ternati	ve)		
*****	*****	*****	******	*****	*****	*****	*****	*****	******	*****	****	******
***************	#1 E	*****	C ST / ******	№1QaS *****	Ave ****	* * * * * * * *	*****	*****	******	*****	*****	*****
Cycle (sec):		1(00			Critic	cal Vo	1./Ca	p.(X):		0.	378
Loss Time (s	ec):		0			Avera	je Del	ay (s	ec/veh)	:	XXX	XXX
Optimal Cycl	e:		37			Level	Of Se	rvice	:			A
**************************************	****	*****	******	*****	*****	******	*****	*****	******	*****	*****	******
Movement:	T.	сси вс – т	- R	50 L	исп в т	– B	т	азс в - т	- R	Т	est B - T	- B
								يل منه محم محم منه				
Control:	Sp	lit Pł	lase	Sp	lit P	hase	P	rotec	ted	P:	rotec	ted
Rights:		Inclu	ıde		Igno	re		Incl	ude		Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	'	0 1	0 1	1	0 1	01	1	0 1	1 0	1	0 2	0 1
Volume Modul	a• >>	Count	- Data:	16 0	r^2	16 <<				1		
Base Vol:	2. 27	74	. Date. 9	27.5	112	244	73	352	22	2	253	132
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:	27	74	9	275	112	244	73	352	22	2	253	132
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1,00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	74	9	275	112	0	73	352	22	2	253	132
Reduct Vol:	0	0	0	0	110	0	0	250	0	0	0	120
Reduced Vol:	1 00	1 00	1 00	275	1 00		1 00	352	1 00	1 00	253	1 00
MLF Adi	1 00	1 00	1.00	1.00	1 00	0.00	1 00	1 00	1.00	1 00	1.00	1.00
FinalVolume:	27	74	9	275	112	0.00	73	352	22	2.00	253	132
		~ ~ ~ ~ ~ ~ ~										
Saturation F	Low Mo	dule:										
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
final Sat.:	1450	1450	1450	1450	1450	1450	1450	2129	1/1 	1450	2900	1450
Capacity Ana	lvsis	Modul	e:	1			1			1		I
Vol/Sat:	0.02	0.05	0.01	0.19	0.08	0.00	0.05	0.13	0.13	0.00	0.09	0.09
Crit Volume:		74		275			73				127	
Crit Moves:		****		* * * *			****				****	
*********	*****	*****	*****	*****	*****	******	*****	*****	******	*****	****	******

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EXISTING AM			F	ci Jan	13,	2017 0	б:29:3	8			Page	8-1
			7571-02	EXSIT L TLA:	ING P QUAR	LUS PRO	OJECT SUBDI	visio				
		··· ·· ·· ·· ··	Level ()f Sør	vice	Comput:		Panor				
с	ircul	ar 21	2 Planr	ning M	ethod	(Futu	re Vol	ume A	lternat	cive)		
*********	*****	*****	* * * * * * *	*****	****	*****	* * * * * *	****	* * * * * * *	*****	* * * * *	******
Intersection *******	#1 P ****	acifi *****	c St / ******	Midas	Ave ****	*****	* * * * * *	* * * * *	* * * * * * *	****	* * * * *	* * * * * * *
Cycle (sec):		1	00			Critic	cal Vo	1./Caj	p.(X):		0.	383
Loss Time (se	ec):		0			Avera	je Del	ay (s	ec/veh)	:	XXXX	XXX
Optimal Cycl	e:		37			Level	Of Se	rvice	;			А
* * * * * * * * * * * *	* * * * *	*****	******	*****	****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	* * * * * * *
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast Be	ound	W	est Bo	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	Ŀ	- T	- R
Control:	Sp.	Lit Pi	nase	Sp	lit P.	hase	P	roteci	ted	P:	rotect	ted
Rights:	^	INCIN	nae	0	Igno	re	0	Inci	1de	0	001	0
Min. Green:	4 0	U 4 O	4 0	4 0	U 4 O	0	0	U I	U 4 0	U .	1 0	0
I+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes;	· ۲	· · · · · · · · · · · · · · · · · · ·			U 1	0 I	י <u>۲</u>		1 0	ب <u>ل</u> اسم	0 Z	
Volume Module	a: >>	Count	Date:	16 A	or 20	16 <<				1		1
Base Vol:	27	74	9	275	112	244	73	352	22	2	253	1.32
Growth Adi:	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:	27	74	9	275	112	244	73	352	22	2	253	132
Added Vol:	0	0	0	2	0	0	0	3	0	0	10	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	74	9	277	112	244	73	355	22	2	263	138
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1,00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	74	9	277	112	0	73	355	22	2	263	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	74	9	277	112	0	73	355	22	2	263	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	74	9	277	112	0	73	355	22	2	263	138
Saturation Fl												
Sat/Lane.	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0 12	1 00	2 00	1 00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2731	169	1450	2900	1450
							1			1		
Capacity Anal	.ysis	Modul	.e:			,	-		•			
Vol/Sat:	0.02	0.05	0.01	0.19	0.08	0.00	0.05	0.13	0.13	0.00	0.09	0.10
Crit Volume:		74		277			73				132	
Crit Moves:		* * * *		****			****				****	
*****	****	*****	******	*****	*****	*****	*****	*****	******	*****	*****	*****

EXISTING AM	Fri Jan 13, 2017 06:29:38										Page	9-1
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIO	N			
			Level	Of Ser	vice	Comput	ation	 Renor				
	2000	нсм и	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
*********	****	****	* * * * * *	* * * * * *	****	*****	*****	* * * * *	* * * * * *	*****	****	* * * * * * *
Intersection	ι#2 P	ACIFI	C / GR	OVE								
********	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	******
Average Dela	.y (se ****	c/veh *****): *****	0.9 *****	****	Worst *****	Case *****	Level ****	Of Se *****	rvice: *****	B[1 ****	1.5] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	L	чэс р Т	- R	L	- T	~ R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 1!	0 0	0	0 0	0 0	1	01	1 0	1	02	0 0
		~~										
ADTIMUE MOOUT	e; 10	0	45	0	0	0	0	600	0	40	400	0
Dase VUI:	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 Rear	1.00	1.00	1.00	1.00	1.00	1.00	1.00	500	1.00	1.00	100	1.00
HEOR Adi.	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 Add.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PHE Volume:	10	1.00	45	1,00	1.00	0	1.00	590	7100	42	400	1.00
Reduct Vol:	Ŭ.	õ	0	Ő	ŏ	Ő	õ	0	0	0	0	õ
FinalVolume:	10	Ő	45	0	Ő	Ő	0	590	9	42	400	0
Critical Gap	Modu.	le:										
Critical Gp:	6.8	6.5	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4,1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
~	1					*** **** **** **** ****						
Capacity Mod	ule:	1070	200							500		
Chillet Vol:	879	10/9	300	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	074	XXXX	XXXXX
Move Cap :	2070	217	697	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	974	XXXX	XXXXX
Move Cap Total Cap:	203	200	22222	360	314	~~~~~	~~~~	AAAA VVVV	~~~~~	279	VVVV	VVVVV
Volume/Cap	0 03	0 00	0 06	8888	AXXX DIA	××××	××××	××××	~~~~~	0.04	XXXX	~~~~~
]]								
Level Of Ser	vice N	iodul	e:	• •								
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	xxxxx	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	XXXXX	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.9	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	*	*	*	А	*	*
Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	611	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.3	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	xxxxx	11.5	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	В	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.5		XX	XXXXX		XX	XXXXX		XX	XXXXX	
ApproachLOS:	ا الاندارية ال	B	، د د د را را را	. الشاري بي ب	* • • • • • • •			× ⊢دندردن	ا د داد به دې دې د	د . د. د. د. د. د.	بر ار ار ار ار پر	، د د د د د
Notos Osos-	~ ~ ~ × × × ×	~~~	• * * * • · ·	,	~ * * * * * *	· · · · · · · · · · · · · · · · · · ·		* *)	******			
**************************************	******	.eu 1:	っ しいせ (******	*******	UL Co k****i	******* *** hei	F Tang.	*****	******	******	*****	******

EXISTING AM	ISTING AM E					2017 06:29:38 P					Page	10-1
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIC	N			
3	000 8	CM Un	Level	Of Ser	vice	Comput	ation	Repor	t	۱ مرب ا به		
ے * * * * * * * * * * *	л 000 п *****	*****	****** 2TGUGT	****** TSGO M	etnou *****	(rucu	16 VOT	une A	тсегня	.LIVE)	****	*****
Intersection	#2 P	ACTET	C / GR	OVE								
*********	11 C L	*****	~ / GR	******	*****	*****	*****	*****	*****	*****	*****	******
Average Dela *********	y (se *****	c/veh *****): *****	1,2 *****	*****	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	B[1 ****	2.7]
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- Т	R	L	- Т	- R	\mathbf{L}	- T	~ R	\mathbf{L}	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	nes: 0 0 1! 0 0			0	0 0	0 0	1	01	1 0	1 (02	0 0
Volume Modul	e:											
Base Vol:	10	0	45	0	0	0	0	590	9	42	400	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	45	0	0	0	0	590	9	42	400	0
Added Vol:	17	0	0	0	0	0	0	3	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	45	0	0	0	0	593	11	42	400	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:	27	0	45	Ò	0	0	0	593	11	42	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	45	0	0	0	0	593	11	42	400	0
		-										
Critical Gap	Modu.	le:										
Critical Gp:	6.8	6.5	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	ıle:						11			11-22-1		
Cnflict Vol:	883	1083	302	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	604	XXXX	XXXXX
Potent Cap.:	285	216	694	XXXX	XXXX	xxxxx	XXXX	xxxx	XXXXX	970	XXXX	XXXXX
Move Cap.:	276	207	694	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	970	XXXX	XXXXX
Total Cap:	391	325	XXXXX	368	312	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.07	0.00	0.06	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.04	XXXX	XXXX
Level Of Ser	 1100 M											
2Wav95thO·	XXXXX	XXXXX	 XXXXX	XXXX	XXXX	*****	XXXX	XXXX	*****	01	XXXX	XXXXX
Control Del·	<xxxx< td=""><td>XXXX</td><td>XXXXXX</td><td>XXXXXX</td><td>XXXX</td><td>XXXXX</td><td>XXXXXX</td><td>XXXXX</td><td>XXXXXX</td><td>8 9</td><td>XXXX</td><td>XXXXXX</td></xxxx<>	XXXX	XXXXXX	XXXXXX	XXXX	XXXXX	XXXXXX	XXXXX	XXXXXX	8 9	XXXX	XXXXXX
LOS by Move.	*	*	*	*****	*	*	*	*	*	Δ	*	*
Movement:	ይጥ -	- LTR	- RT	I.T -	- LTR	- RT	LT -	- LTR	– RT	Ι.Ψ -	- LTR	- RT
Shared Cap •	XXXX	538	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXX
SharedOueue:	XXXXX	0.5	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	12.7	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	'' R	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.7		xx	xxxx		x	xxxx		xx	XXXXX	
ApproachLOS:		,			*			*		***	*	
*******	*****	*****	******	******	*****	*****	******	*****	*****	******	****	******
Note: Queue 1	ceport	:ed is	s the r	number	of ca	ars pei	r lane.	*****	*****	******	****	*****

EXISTING AM	Fri Jan 13, 2017 06:29:38								Page 11-1			
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIO	N			
			Level	of Ser	vice	Comput	ation	 Renor				
:	2000 1	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat.	ive)		
**********	* * * * *	****	*****	* * * * * *	****	* * * * * *	*****	* * * * *	* * * * * *	*****	* * * * *	******
Intersection	#3 Pi	ACFIC	/ YAN	KEE HI	րր Մր	مل بان بان بان بان مان بان	ىلەر بار بار بار	ىلىرى بارىلار بارىلا	. ىلى بىلە بىلە بىلە بىلە	ىلە مال بال بال بال بال	ىلەر بەر بەر بەر	ىلە بىلە بىلە بىلە بىلە
Average Dela	y (se	c/veh);	0.8	****	Worst	Case	Level	Of Se	rvice:	B[1	0,7]
*****	*****	****	*****	*****	*****	*****	*****	*****	*****	*****	* * * * *	******
Approach: Movement:	No: L ·	rth B - T	ound - R	So L	uth B - T	ound – R	E L	ast B - T	ound - R	L ·	əst B - T	ound - R
									- 1.1			
Control:	51	top S	ign udo	5	top S	ign ude	Un	Thel	orrea	Un	Incl	orrea
Lanes	0 0	1 11CT	n n	0	1 O	n 1	1 1	1 10 1 0 1	ude 1 A	1	1 HC I	1 0
Volume Module	9:											
Base Vol:	0	0	0	8	0	27	60	577	0	0	415	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:	0	0	0	8	0	27	60	577	0	0	415	25
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	8	0	27	60	577	0	0	415	25
Reduct Vol:	0	U	U	0	0	0	0	U 5 7 7	0	0	415	0
Finalvolume:	0	0	0	8 (100	577	0		C14 	23
Critical Gap	Modul	e:		11			ŧ			1		1
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	xxxxx	XXXXX	xxxx	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2,2	XXXX	XXXXX	xxxxx	XXXX	XXXXX
-												
Capacity Modu	ıle:											
Cnflict Vol:	905	1137	289	836	1125	220	440	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	232	200	708	306	204	784	1116	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	215	190	708	293	193	784	1116	XXXX	XXXXX	XXXX	XXXX	XXXXX
Total Cap:	306	295	XXXXX	414	306	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.03	0.05	XXXX	XXXX	XXXX	XXXX	XXXX
Loval Of Som	tico N	Andula	~				1100			1		
Devel OI Dei 2図av95thO・	AAAAA	VVVV		****	xxxx	0.1	0.2	xxxx	*****	XXXX	XXXX	*****
Control Del:s	XXXXX	XXXX	XXXXXX	XXXXXX	XXXX	9.8	8.4	XXXX	XXXXX	XXXXX	xxxx	XXXXX
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	0	xxxxx	414	xxxx	XXXXX	xxxx	XXXX	XXXXX	XXXX	xxxx	XXXXX
SharedQueue:>	xxxx	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	13.9	хххх	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	В	*	*	*	*	*	*	*	*
ApproachDel:	XX	XXXX			10.7		XX	XXXXX		XX	XXXXX	
ApproachLOS:		*			В			*			*	6.4.36.4.4.5.5
××************************************	*****	****	******	*****	~ * * * * : ~ f	*****	* * * * * * * * 	• * * * * *	*****	*****		*****
**************************************	******	-eu 13	5 L118 I	101100ef	01 Cé	****** ***	******	*****	******	*****	****	******

EXISTING AM			F	rí Jan	ci Jan 13, 2017 06:29:38					Page 12-1			
ne we at it is to me we to me as an in			7571-0	EXSIT	ING E	LUS PR	OJECT	VISIO					
								~ TOTO	· L T				
			Level	Of Ser	vice	Comput	ation	Repor	t				
2	000 H	CM Un	signal	ized M	ethod	l (Futu	re Vol	ume A	lterna	tive)			
* * * * * * * * * * * *	****	****	*****	*****	****	*****	*****	****	*****	*****	****	*****	
Intersection	#3 P	ACFIC	/ YAN	KEE HI									
*****	****	*****	*****	*****	* * * * *	*****	*****	*****	*****	*****	*****	******	
<pre>Average Deta ***********</pre>	y (se *****	c/ven *****): *****	U.8 *****	****	WOISt *****	Case *****	***** Teveī	01 Se *****	rv1ce: *****	8 I ****	U, 7] ******	
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound	
Movement:	\mathbf{L}	T	- R	\mathbf{L}	- T	- R	\mathbf{L}	- T	R	L	- T	- R	
									*** *** *** *** *** ***				
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled	
Rights:		Incl	ude	â	Incl	ude		Incl	ude		Incl	ude	
Lanes:	0 0 1! 0 0				1 0	0 1	1	U 1	1 0				
Volume Modul	 0:												
Base Vol:	с. О	0	Ο	8	O	27	60	577	0	Ο	415	25	
Growth Adi.	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	1,00	1,00	00.1	1.00	1.00	27	1.00	577	1.00	1.00	415	25	
Added Vol:	0	0	0	0	0	2,7 0	00	577	ň	0	-113 0	20	
PasserByVol.	0	0	0	n N	0	0	0	4 0	0 0	0	0	0	
Initial Fut:	ň	0	0	8	0	27	60	581	0	0	415	25	
User Adi:	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 Adi:	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	2.00	1.00	1,00	1.00	27	60	581	1.00	1.00	415	25	
Reduct Vol:	ő	0	ň	n n	ő	ر م ر	0	0	0 0	0	0	20	
FinalVolume:	Ő	Ő	Ő	8	Ő	27	60	581	Ő	Ő	415	25	
Critical Gap	Modu:	le:		~ ~ ~	~ ~ ~	~ ~							
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
Capacity Modu	l												
Cnflict Vol:	909	1141	291	838	1129	220	440	xxxx	xxxxx	xxxx	xxxx	*****	
Potent Cap.:	230	199	706	305	203	784	1116	XXXX	XXXXXX	XXXX	XXXX	XXXXX	
Move Cap.:	213	189	706	292	192	784	1116	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Total Cap:	304	294	XXXXX	414	305	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.03	0.05	XXXX	XXXX	XXXX	XXXX	XXXX	
		· ··· ·· ··· ··· ··											
Level Of Serv	vice N	4odul	е;										
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.1	0.2	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	9.8	8.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*	
Movement:	LT -	- LTR	- RT	LT	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	
Shared Cap.:	XXXX	0	XXXXX	414	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	
SharedQueue:	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
Shrd ConDel:	XXXXX	XXXX	XXXXX	13.9	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
Shared LOS:	×	*	×	В	*	*	*	*	*	*	*	*	
ApproachDel:	XX	XXXX			10.7		XX	XXXXX		XX	XXXX		
ApproachLOS:	t. J. d	*	6 d. J. J. J	ha aliana dia 25 milanya ila	В	م الم الم الم الم	ta da ata ata da da de	*	6 d. d. J. (6 7 -	a da da de la cela	*		
Noto: (******		~ * * * * *	. * * * * * * * * * * * * * * * * * * *	.x = x * :	~ * * * * * *	~ * * * * * * * *		*****			******	
NOTE: Maene 1	teport	.eu 1:	5 UNG I ******	101100er	OL C	ars pei *****	∟ ⊥ane. ******	. * * * * * :	******	******	*****	******	

EXISTING AM	M Fri Jan 13, 2017 06:29:38								Page 13-1			
	OJECT	VISTO			** ** ** **							
			Level	Of Ser	vice	Comput	ation	Repor	t			
	2000	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)	****	
Interestion	# A D	***** *****	- ACODO	~ ~ ~ ~ ~ ~ ~	~ ~ ~ ~ ~	*****	*****	****	*****	*****	*****	******
10101Section	*****	*****	AUUED	0 ******	*****	*****	*****	****	*****	*****	****	******
Average Dela	V (SP	c/veh	١.	0.4		Worst	Case	Lovel	Of Se	rvice·	R[1	1.81
*****	*****	*****	/ • * * * * * *	*****	****	******	*****	*****	*****	******	*****	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	\mathbf{L}	- T	– R	\mathbf{L}	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:	: Include				Incl	ude		Incl	ude		Incl	ude
Lanes:	. 0	0 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Modul	 						11			11		
Base Vol:	0	0	0	5	0	10	23	552	0	0	435	6
Growth Adi:	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	5	0	10	23	552	0	0	435	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:	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	5	0	10	23	552	0	0	435	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	10	23	552	0	0	435	6
Critical Gap	Modu.	le:			~ ~							
Critical Gp:	1.5	6.5	6.9	6.8	6.5	6.9	4,1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3 	3.5	4.0	3.3	Z.Z	XXXX			XXXX	
Capacity Mod	ule:						11					1
Cnflict Vol:	816	1039	276	760	1036	221	441	xxxx	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	269	229	721	342	230	783	1115	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	261	224	721	337	225	783	1115	xxxx	XXXXX	XXXX	xxxx	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.02	xxxx	XXXX	XXXX	XXXX	XXXX
Level Of Ser	vice N	Modul	9;									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del::	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	×	×	A	*	*	*	*	*
Movement:	- L.I	- LTR	~ RT	Γ.Γ.	- LIR	~ RT	Γ.L	- LTR	- RT	PL -	- LIR	~ RT
shared tap.:	XXXX	0	XXXXX	XXXX	24.3 0 1	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Share ConDol	AXXXX VVVVV	XXXX	XXXXX	XXXXX	11 Q	XXXXX VVVVV	XXXXX	XXXX	XXXXX VVVVV	XXXXX	XXXX	XXXXX VVVVV
Shared LOS:	*****	XXAA *	*****	*****	д ТТ'0	*	* *	^~~~ *	*****	*****	^~~~ *	^^^^ *
ApproachDel·	×	*****			11 8		v	*****		Ŷ	*****	
ApproachLOS.	~*	*****			+++0 R		A4	*		~~~	*	
*****	* * * * * *	*****	* * * * * * *	*****	*****	* * * * * *	* * * * * * *	* * * * * *	* * * * * * *	*****	*****	******
Note: Queue :	report	ted i	s the r	number	of ca	ars pe:	r lane.	•				
 ***********	- * * * * * *	*****	*****	*****	*****	******	*****	****	*****	*****	*****	******

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EXISTING AM			E	ri Jan	13,	2017 0	6:29:3	8			Page	14-1
			7571-0	EXSIT 1 TLA:	ING P OUAR	LUS PR	OJECT	VISTO		1		
~		~~~~~	Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	l (Futu	re Vol	ume A	lterna	tive)	دې ماد ماد ماد دې	الد باد باد باد باد باد ا
Thtoucostion	жжжж Щл р	*****	*****	*****	****	*****	*****	****	*****	*****	* * * * *	******
1ntersection	〒4 ビ オオオオオ	AUĽ 10 * * * * *	ACCES *****	2 2	* * * * *	*****	*****	*****	*****	*****	*****	******
Average Dela	y (se	c/veh):	0.5	*****	Worst	Case	Level	Of Se	rvice:	B[1	2.5]
Jooroach	ан н л л л М с	rth B	ound	900 90	uth B	ound	 T	aet P	ound	соосо ш	oet B	പന്പം
Movement:	L	- T	~ R	L	чси р Т	- R	L 	азс в - Т 	- R	L	езс в - Т 	- R
Control:	' S	top S	ign	S'	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 0	0 1	0	0 1!	0 0	1	01	1 0	1 +	01	1 0
Volume Module	e:											
Base Vol:	0	0	0	5	0	10	23	552	0	0	435	6
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	5	0	10	23	552	0	0	435	6
Added Vol:	0	0	8	0	0	0	0	0	3	3	0	0
PasserByVol:	0	0	U	0	0	0	0	0	0	0	0	0
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	55Z	1 00	1 00	435	1 00
USER AGJ:	1.00	1 00	1.00	1.00	1.00	1 00	1.00	1 00	1.00	1 00	1 00	1 00
PHE Volume	1.00	1.00	Ω Ω	1.00 5	1.00	1.00	23	552	1.00	3 7.00	435	1.00
Reduct Vol:	0	0	0	0	0	10	23	552	0	0		0
FinalVolume:	õ	õ	8	5	ŏ	10	23	552	3	3	435	6
		~										
Critical Gap	Modu.	le:										
Critical Gp:	xxxxx	XXXX	6.9	7.5	6.5	6.9	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	xxxxx	XXXX	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	lle:											
Cnflict Vol:	XXXX	XXXX	278	766	1045	221	441	XXXX	XXXXX	555	XXXX	XXXXX
Potent Cap.:	XXXX	XXXX	720	292	227	783	1115	XXXX	XXXXX	1011	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	0.01	284	222	183	0 00	XXXX	XXXXX	1011	XXXX	XXXXX
vorume/cap:		~~~~	0.01	0.02	0.00	U.UI	0.02		~~~~~	0.00	~~~~	
Loval Of Ser	n Tice I	4odu la	<u>ج</u> ،	1			11			ŧ		ł
2Wav95thO:	XXXXX	XXXX	0.0	XXXX	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	XXXXX
Control Del:>	<xxxx< td=""><td>XXXX</td><td>10.1</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td><td>8.3</td><td>XXXX</td><td>XXXXX</td><td>8.6</td><td>XXXX</td><td>XXXXX</td></xxxx<>	XXXX	10.1	XXXXX	XXXX	XXXXX	8.3	XXXX	XXXXX	8.6	XXXX	XXXXX
LOS by Move:	*	*	В	*	*	*	A	*	*	A	×	*
Movement:	LT ·	- LTR	- RT	LT -	- LTR	- RT	\mathbf{T} -	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	XXXX	xxxxx	XXXX	494	xxxxx	XXXX	xxxx	xxxxx	XXXX	XXXX	XXXXX
SharedQueue:>	xxxx	XXXX	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:>	xxxx	XXXX	XXXXX	XXXXX	12.5	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	хххх	XXXXX
Shared LOS:	*	*	*	*	В	*	*	*	*	*	*	*
ApproachDel:		10.1			12.5		XX	XXXXX		XX	XXXX	
ApproachLOS:		B	x	u du da de se se se	В	اف دو باز رو رو رو	. استان از بان بان بان	* • • • • • • •	الحداد الإسلامي	د البابان وليول و	*	
Noto	~~~~		~ ~ ~ ~ ~ ~ ~	~ ~ × × × × >		~ * * * * * *	· · · · · · · · · · · · · · · · · · ·					, , , , , , , , , X
NOTE: QUEUE 1	epor	.eu 1:	5 LNC I ******	1011100C ******	OL Ca	****** *****	1 1dne.	. * * * * * *	******	******	*****	******

EXISTING AM	AM Fri Jan 13, 2017 06:29:38								Page 15-1			
EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION												
. ماهد چېند بابې چېند چېن ماهد ماند وينه ماه مانه هغه همو			Level ()f Ser	 vice	 Computa	ation	 Repor		~ ~ ~		
,	Circu	lar 2	12 Pla	ning	Metho	d (Base	e Volu	me Al	ternati	ive)		
********	*****	*****	* * * * * * *	*****	*****	******	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *
Intersection	#5 P	Acifi *****	c St / *****	Ameri	can W *****	ay ******	* * * * * *	*****	******	*****	* * * * *	* * * * * * *
Cycle (sec):		1	00			Critic	cal Vo	1./Ca	p.(X):		0.	311
Loss Time (s	ec):		0			Avera	ge Del	ay (s	ec/veh)	, š	XXX	XXX
Optimal Cycl	e:		33			Level	Of Se	rvice	;			A
********	***************************************									*****	*****	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	~ T	- R	L ·	- T	- R	L ·	- T	- R
O	 D		3						~~~~~ · · ·			* • •
Control:	P	rotec	tea	P.	rotec	tea	P	rotec	tea	P.	rotec	tea
Min Croon	0	TUCT	uae	0	TUCT	uae	0	TUGT	uae	^	Inci	uae
MIN. Green:	4 0	4 0	4 0	4 0	4 0	4 0	10	4 0	10	4 0	4 0	4 0
ITA:	4.0	4.U 0 0	1 0	4.0	4.U 0 0	4.0	4.0	4.0	4.0	4.0	4.U n 1	4.0
Lanes;	1 			, T 1		U 1.	·			1 1		1 0
Volume Module	۱ ۵۰			1		1	l		I	[1
Base Vol.	58 58	23	43	23	29	68	2.0	408	109	37	313	4
Growth Adi:	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:	58	23	43	23	29	68	39	408	109	37	313	4
User Adi:	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:	58	23	43	23	29	68	39	408	109	37	313	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	23	43	23	29	68	39	408	109	37	313	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:	58	23	43	23	29	68	39	408	109	37	313	4
Saturation Fl	Low Mo	odule	:									
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	0.35	0.65	1.00	0.30	0.70	1.00	1.58	0.42	1.00	1.97	0.03
Final Sat.:	1450	505	945	1450	434	1016	1450	2289	611	1450	2863	37
Connoity D1	·		[] ~ •				1	•				
Val/Cats	r vara	MOQU.	10 06	0.02	0 07	0 07	0 02	0 10	0 10	0 02	A 11	0 11
Crit Volumo.	50	0.00	0.00	0.02	0.07	0.07	0.05	0.10	0.10 250	0.03	0.11	0.11
Crit Movee:	0U. ****) ر ****				تربے ****	۱ ت * * * *		
**********	*****	*****	******	*****	*****	******	*****	*****	******	*****	****	******

EXISTING AM	IG AM Fri Jan 13, 2017 06:29:38									Page 16-1		
EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION												
Ci	ircul	ar 21	Level (2 Planr	Of Ser ning M	vice ethod	Computa (Futur	tion e Vol	Repor ume A	t lternat	ive)		
*****	*****	*****	******	*****	*****	******	*****	*****	* * * * * * *	* * * * *	*****	*****
intersection	行つ ピル *****	4C1I1	C ST / ******	Amer1	can w *****	ay ******	*****	* * * * *	******	*****	* * * * * *	* * * * * * *
Cycle (sec): Loss Time (se Optimal Cycle	9: 9: 9C):	1	00 0 33	. که باه باه باه باه د	ط ل بل بل ف	Critic Averag Level	al Vo pe Del Of Se	l./Caj ay (se rvice	p.(X): ec/veh) :	* * *	0.3 xxxx	314 xxx A
Approach: Movement:	No	rth Bo	ound ~ R	So	uth B	ound - R	E.	ast Bo	ound - R	We L	est Bo - T	ound - R
												!
Control: Rights:	P	rotect Inclu	ted ude	P	rotec Incl	ted ude	P	rotect	ted 1de	P	rotect Inclu	ted ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 (1 0	1 (0 0	1 0	1 () 1	1 0	1 () 1	10
Volume Module	21 50	22	13	23	20	60	30	100	100	37	313	А
Crowth Adia	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 Bso	58	7.00	13	1.00	29	2.00 83	1.00	408	100	1.00	313	1,00
Added Vol:	0	20	0	0	20	0	0	-100	1	0	313	0
PasserBvVol:	õ	Ő	0	0	õ	0 0	Ő	Ő	Ő	Ő	ő	Ő
Initial Fut:	58	23	43	23	29	68	39	416	110	37	316	4
User Adi:	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 Adi:	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:	58	23	43	23	29	68	39	416	110	37	316	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	23	43	23	29	68	39	416	110	37	316	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:	58	23	43	23	29	68	39	416	110	37	316	4
	···· ··· ··· ··· ···								1			1
Saturation Fi	.OW MC	dule	1450	1 450	1 450	1450	1450	1 450	1450	1450	1 4 5 0	1450
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1450	0.35	0,00	1450	0.30	1016	1450	2204	606	1450	1.20	30.02
rinai Sat.:	1400		940 	1400	434		1450	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		14.50	2004	
Capacity Anal	ysis.	Modu	le:	r		1			I	,		1
Vol/Sat:	0.04	0.05	0.05	0.02	0.07	0.07	0.03	0,18	0.18	0.03	0.11	0.11
Crit Volume:	58				97			263		37		
Crit Moves:	* * * *				****			****		* * * *		
******	*****	*****	******	*****	*****	******	* * * * * *	*****	*****	* * * * * *	*****	*****

EXISTING AM			F	Fri Jan 13, 2017 06:29:38							Page 18-1			
and and see one are not over the she had been add over			7571-0	EXSIT	ING F	LUS PR	OJECT	VISTO						
~			Level	Of Ser	vice	Comput	ation	Repor	t					
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)	£ 3 1. J. 4	****		
Totorgoation	#6 C	DOVE	1 3000		*****	*****	*****	****	*****	*****	****	******		
*********	#0 G	***** *\\\E	/ ACCE	.00 *****	*****	*****	*****	****	* * * * * *	*****	****	******		
Average Dela **********	y (se ****	c/veh *****): *****	1.9	* * * * *	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	A[*****	8.9] ******		
Approach: Movement:	No L	rth B - T	ound - R	So L	uth B - T	ound – R	E L	ast B - T	ound - R	R L	est B - T	ound R		
Control:	Un	contr	olled	Un	contr	olled	S	top S	ign	S	top S	ign		
Rights:	0	incl	ude	0	incl	ude	~	Incl	ude	~	Incl	ude		
Lanes:	0	0 0	1 0	0	ΤU	0 0	0	0 0	0 0	0	0 1:	0 0		
Volume Modul	 A:			112222			11			11222				
Base Vol:	0	55	0	0	51	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	55	0	0	51	0	0	0	0	0	0	0		
Added Vol:	0	0	4	2	0	0	0	0	0	11	0	17		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	55	4	2	51	0	0	0	0	11	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:	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	55	4	2	51	0	0	0	0	11	0	17		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	. 0	55	4	2	51	0	0	0	0	11	0	17		
Critical Car	Modul	 1									,64 yilly yilly yill yill bear			
Critical Gap	MOQU.	161	vvvv	1 1		V VVVV		0000	~~~~	6 4	65	6 2		
FollowIpTim:	~~~~~	AAAA VVVV	~~~~~	2.1	XXXX VVVV	~~~~~	~~~~~	XXXX VVVV	XXXXX VVVVV	25	4.0	23		
				11			1				4.0			
Capacity Modu	le:			1 1			1			1 1		1		
Cnflict Vol:	XXXX	XXXX	XXXXX	59	xxxx	XXXXX	XXXX	xxxx	XXXXX	112	112	57		
Potent Cap.:	XXXX	xxxx	xxxxx	1545	XXXX	XXXXX	XXXX	XXXX	XXXXX	885	778	1009		
Move Cap.:	XXXX	XXXX	XXXXX	1545	XXXX	XXXXX	XXXX	XXXX	XXXXX	884	777	1009		
Volume/Cap:	XXXX	XXXX	XXXX	0.00	XXXX	XXXX	XXXX	XXXX	XXXX	0.01	0.00	0.02		
		~~~~~ 												
Level Of Serv	vice l	iodule	e:	0.0										
Zway95tnQ:	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX		
CONTROL Der:>	<xxxx *</xxxx 	XXXX *	XXXXX *	7.3	XXXX *	****	XXXXX *	XXXX	XXXXX *	XXXXX *	XXXX *	*		
Movement.	<u>г</u> .т	- ቢምዮ	- PT	א ז.יף.ז	97.T -	- PT	፲.ጥ -	- T. TPD	- PT	ፒ.ሞ -	- T.mp	- PT		
Shared Cap. *	XXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXXX	XXXX	XXXXX	XXXXXX	XXXXX	956	XXXXXX		
SharedOueue:	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	0.1	XXXXX		
Shrd ConDel:>	<xxxx< td=""><td>XXXX</td><td>XXXXX</td><td>7.3</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>8.9</td><td>XXXXX</td></xxxx<>	XXXX	XXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	8.9	XXXXX		
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*		
ApproachDel:	XX	xxxx		XX	xxxx		x>	xxxx			8.9			
ApproachLOS:		*			*			*			A			
* * * * * * * * * * * * *	*****	*****	*****	*****	****	*****	******	*****	******	******	*****	******		
Note: Queue : *************	report	ted i:	s the 1 ******	number ******	of ca	ars pe: ******	r lane. ******	*****	******	*****	*****	******		

 $\frac{1}{2} (1 < 1)$ 

EXISTING AM	M Fri Jan 13, 2017 06:29:38									Page 19-1		
			7571-0	EXSIT	ING E	PLUS PROP	OJECT	HTOTO				
		··· ··· ··· ··· ··· ··· ···						~131C				
			Level	Of Ser	vice	Computa	ation	Repor	't			
	2000	нсм -	4-Way	Stop M	ethod	l (Base	Volum	e Alt	ernativ	ze)		
* * * * * * * * * * * *	*****	*****	*****	* * * * * *	* * * * *	******	*****	****	******	*****	* * * * *	* * * * * * *
Intersection *******	排7 G1 * * * * * *	ROVE :	ST / Cl	EDAR S' *****	T * * * * *	******	*****	* * * * *	******	*****	*****	******
Cycle (sec):		1(	00			Critic	cal Vo	1./Ca	p.(X):		Ο.	155
Loss Time (se	ec):		0			Averaç	je Del	ay (s	ec/veh)	1		7.8
Optimal Cycl	e:		0			Level	Of Se	rvice	;			А
********	*****	****	*****	*****	* * * * *	******	*****	*****	******	*****	****	******
Approach:	No	rth Bo	ound	So	uth B	lound	E	ast_B	ound	W	est_B	ound
Movement:	L -	- T	- R	ь. 	- T	- R	L	- T	~ R	L ·	- T	- R
Control			an	 0.			 0		 : ~~			
Pichte:	U.	Thela	ide ide	د. د	Tnal	nde nde	J	Tuel	nde nde	5	Tncl	ndo ndo
Min. Green:	n	11010	 	Ω	0	1 0	0	101	uue Λ	0	THOT	0 0
Lanes:	0 (	) 1!	0 0	0 0	0 1!	0 0	0	0 0	1 0	0	0 1!	0 0
					~ ~ ~ ~ ~							
Volume Module	е;											
Base Vol:	20	33	84	4	41	1	0	20	1	85	29	3
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	33	84	4	41	1	0	20	1	85	29	3
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:	20	33	84	4	41	1	0	20	1	85	29	3
Reduct Vol:	0	22	0	0	U	0	0	0	0	0	0	0
Reduced Vol:	20	33	1 00	1 00	41	1 00	1 00	1 00	1 00	1 00	29	1 00
MIE Adj:	1.00	1 00	1.00	1.00	1.00	1.00	1 00	1 00	1 00	1.00	1 00	1 00
FinalVolumo:	20	1.00	1.00	100	1.00	1.00	1.00	20	1,00	1,00	1.00	3
					** ~~~~~		1		ـــــــــــــــــــــــــــــــــــــ	1	~~~~~~~	
Saturation Fl	Low Mc	dule:					•		,	•		
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:	0.15	0.24	0.61	0.09	0.89	0.02	0.00	0.95	0.05	0.73	0.25	0.02
Final Sat.:	129	213	541	69	708	17	0	744	37	567	193	20
Capacity Anal	LYSIS	Modul	.e:	0.06	0.06	0.06		0 02	0 02	0 15	0 15	0 15
Crit Moves	****	0.10	0,10	0.00	****	0.00	~~~~	****	0.05	****	0.15	0,10
Dolay/Vob.	77	77	77	76	76	76	0 0	75	75	8 2	8 2	8 2
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	7.7	7.7	7.7	7.6	7.6	7.6	0.0	7.5	7.5	8.2	8.2	8.2
LOS by Move:	A	А	A	А	A	A	*	A	A	А	А	A
ApproachDel:		7.7			7.6			7.5			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			7.6			7.5			8.2	
LOS by Appr:		А			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2
***********	*****	*****	******	*****	****	******	*****	****	*****	*****	*****	******
NOTE: Queue 1	eport:	.eq 15	5 TNG N	1uanoer ******	OI C	ars per ******	iane. *****	*****	****	*****	****	******

. Norder

EXISTING AM Fr:						6:29:3	8			Page	20-1
		7571-0	EXSIT	ING E	LUS PR	OJECT					
				QUAP	RI ROW			IN	··· ··· ··· ··· ···		
		Level (	Of Ser	vice	Comput	ation	Repor	t			
2000	HCM 4	-Way S	top Me	thod	(Futur	e Volu	me Al	ternat	ive)		
* * * * *	* * * * *	*****	*****	* * * * *	*****	*****	*****	*****	*****	* * * * *	*****
#7 Gl *****	ROVE ****	ST / CI	EDAR S'	Г * * * * *	*****	******	* * * * *	* * * * * * *	* * * * * *	****	* * * * * *
	Ţ	00			Criti	cal Vo	l./Ca	p.(X):		0.	164
ec):		0			Avera	ge Dela	ay (s	ec/veh)	):		7.9
e:		0			Level	Of Se	rvice	:			А
*****	*****	* * * * * * *	*****	*****	*****	******	*****	******	*****	*****	*****
No	rth Bo	ound	So	uth B	ound	Ea	ast_B	ound	W	est B	ound
Ľ	- T	- R	L ·	- T	– R	L ·	- T	~ R	L	- T	- R
51	top S:	ign .de	5	cop 5	ign	51	cop S	ıgn	5	top S	1gn
0	TUCT	106	0	TUCT	uae	0	TUCT	uae	^	TUCT	ude
0 V	יו ר		0	ט יו ר		0 1	n n	1 0	0	U 0 1 -	0 0
0 I	у Т:	0 0	U 4		0 0	U 1		1 U	U		0 0
									1		
2: 20	22	Q /	Λ	41	1	0	20	1	<b>Q</b> 5	20	3
1 00	1 00	1 00	1 0.0	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	T*00	20	1.00	1:00	2.00	7:00
20	33	04 0	4	41	1	0	20	1	00	23	د م
0	0	3	0	0	U O	0	T	U O	y o	2	0
0	0	0	U V	U 4 1	1	0	0	1	0	0	U 2
1 00	33	1 87	4	41	1 00	1 00	1 00	1 00	3 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	33	87	4	4.1	1	0	21	1	94	31	3
0	0	0	U	0	0	0	0	0	0	0	0
20	33	87	4	41	1	0	21	1 00	94	31	3
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	33	87	4	41	T		21	T	. 94	31	3
										/	
LOW MC	odule	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	1.00	1.00	1.00	1.00	1.00	1.00
0.14	0.24	0.62	0.09	0.89	0.02	0.00	0,95	0.05	0.74	0.24	0.02
125	207	545	1 68	101	1/	U	142	35	571	188	18
		   ~ .		~ ~~ ~~ ~~ ~~							
LYSIS A 16	noau	10: 0 10	0.00	0 00	0.00		0 02	0 02	0 1 6	0 10	0 16
V.10	0.10	0.10	0.00	1.00 1.00	0.00	XXXX	1.03	0.03	0.10	1110 1110	U.10
~~~~				~~~~		0 0	7 6	76	0 1	0 2	0 7
1.1	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	T.00	1.00	1.00	1.00	T.00	1.00	1.00	1.00	1.UU	1.00 0 0
1.1	1.1	1.1	1.1	1.1	1.1	U.U *	1.0	1.0	0.5	o.j	0.3
А	н т т	A	А	А 7 7	А	74	н т с	A	А	0 7	А
	1.00			1 00			1 00			0.3	
	1.00			T 100			1.00			T 0 0	
	1.1			1.1			1.0			0.3	
	A			A			A			A	
0 0	0 0	0 0	0 1	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0
	2000 ***** #7 G ***** ec): =: ***** No L 20 1.00 20 1.00 1.00 1.00 1.00 1.00 1.0	2000 HCM 4 ************************************	7571-0 Level (2000 HCM 4-Way State and the state and th	EXSIT 7571-01 TLA: Level Of Ser 2000 HCM 4-Way Stop Me ************************************	EXSITING E 7571-01 TLA: QUAF Level Of Service 2000 HCM 4-Way Stop Method ************************************	EXSITING PLUS PR 7571-01 TLA: QUARRY ROW Level Of Service Comput. 2000 HCM 4-Way Stop Method (Futur ***********************************	$\begin{array}{c} \mbox{Exsiting PLUS PROJECT} \\ 7571-01 TLA: QUARRY ROW SUBDI \\ \mbox{Level Of Service Computation } \\ 2000 HCM 4-Way Stop Method (Future Volue \\ ***********************************$	EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISIO Level Of Service Computation Repor 2000 HCM 4-Way Stop Method (Future Volume Al #7 GROVE ST / CEDAR ST 100 Critical Vol./Ca ac): 0 Average Delay (s) Sign Stop Sign Sign Sign Sign Sign Sign Sign Sign	EXSITING PLUS PROJECT T571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternat: #***********************************	EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM 4-Way Stop Method (Future Volume Alternative) #7 GROVE ST / CEDAR ST 100 Critical Vol./Cap.(X): ac: 0 Average Delay (sec/veh): a: 0 Level Of Service: North Bound South Bound Korth Bound South Bound East Bound W L - - R L - Stop Sign Stop Sign	$\begin{array}{c c c c c c c c c c c c c c c c c c c $

EXSITING PLUS PROJECT

7571-01 TLA: QUARRY ROW SUBDIVISION

Scenario Report

Scenario: EXISTING PM

Command: Volume: Geometry: Impact Fee: Trip Generation: Trip Distribution:	Default Command EX PM 2013 EXISTING Default Impact Fee PM PEAK CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

EXIS	FING PM		Fri Jan 13,	2017 06:	Page	2-1			
		757	EXSITING P 1-01 TLA: QUAR	LUS PROJ RY ROW S	ECT UBDIVISI(ON			
			Trip Genera	tion Rep	ort				
			Forecast fo	or PM PE	АК				
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
10	QUARRY ROW Zone 10	64.00 Subtotal	sfr	0.63	0.37	40 40	24 24	64 64	100.0 100.0
TOTAI	· · · · · · · · · · · · · ·				• • • • • • • • •	40	24	64	100.0

EXISTING	PM		Đ	'ri Jan	13, 2	017 06	5:26:29	1		Pa	age 3-1
			7571-0	EXSIT 1 TLA:	ING PL QUARR	US PRC Y ROW	JECT SUBDIV	ISION			
			Т	rip Di	stribu	tion R	leport				
			F	ercent	Of Tr	ips CU	RRENT				
					To Gat	es					
	3	4	6	7	11	14	15	17	18	19	
Zone											
10	25.0	10.0	2.0	26.0	2.0	5.0	10.0	10.0	5.0	5.0	

EXISTI	NG PM			F	ri Ja	n 13, 2	017 0	6:26:3	29			Page	4-1
			7	571-0	EXSI 1 TLA	ring pi : QUARF	US PR	OJECT SUBD	IVISION	1		re for vint ror me ron .	
				 r	 Purnii	na Move	ment						
						PM P	EAK						
Volume	Noi	rthbou	und	Se	outhb	ound	E	astbo	und	W	estbou	ınd	Total
Туре	Left 1	"hru F	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac:	ific St	: / Mi	idas A	ve									
Base	10	61	9	185	28	155	246	435	18	9	448	278	1882
Added	0	0	0	5	0	0	0	12	0	0	8	3	28
Total	10	61	9	190	28	155	246	447	18	9	456	281	1910
#2 PAC	IFIC /	GROVE	5										
Base	12	0	34	0	0	0	0	566	15	37	668	0	1332
Added	10	0	1	0	0	0	0	10	7	0	0	0	28
Total	22	Õ	3.5	Ũ	Ő	Õ	Õ	576	22	37	668	0	1360
#3 PACI	FTC / Y	ANKEP	e HTLL										
Rase	сто / т 8	0	1 11.2.2.2	26	0	ទុក្	22	571	8	16	644	11	1362
Dddad	ň	ñ	ñ	0	ñ	ů N	0	11	Ň	0	0.1	0	11
DaeeBu	-8	0	-1	ň	0	0 0	n D	11	-8	-16	ň	Ň	-33
Total	0	0	0	2.6	0	55	22	582	0	0	644	11	1340
		1000											
#4 PACI	IL ACC	, <u>цээ</u>	<u>^</u>	0	0	~	2	C0 4	^	^	ccc	0	1073
Base	U	0	0	0	0	U	3	604	U	0	666	U	1273
Added	0	0	8	0	0	0	0	0	11	13	0	0	32
Total	0	0	8	0	0	0	3	604	11	13	666	0	1305
#5 PAci	ific St	. / An	nerica	n Way								_	
Base	129	49	64	7	32	46	39	469	99	77	494	9	1514
Added	1	0	0	0	0	0	0	7	0	0	12	0	20
Total	130	49	64	7	32	46	39	476	99	77	506	9	1534
#6 GROV	/E / AC	CESS											
Base	0	46	0	0	52	0	0	0	0	0	0	0	98
Added	0	1	9	7	0	0	0	0	0	б	0	11	34
Total	0	47	9	7	52	0	0	0	0	6	0	11	132
#7 GRON	/EST/	CEDA	AR ST										
Base	2	10	49	2	9	0	1	10	1	46	20	6	156
habba	ñ	õ	Ŕ	ō	õ	ñ	Ô	2	ñ	4	1	ñ	
Total	2	10	57	2	9	õ	1	12	ĩ	50	21	6	171
#8 Poch	din Pd	(мо	ware	9 +									
Raen	17	661	120	 17	602	1	A	1	5	84	0	24	1585
Nddad	/	A COT		 0	202	ń	÷ ۱	۰ ۲	n n	Д	ñ	<u>د م</u>	17
Total	17	4 665	, 146	47	ے 604	1	4	1	5	88	0	24	1602
#00 D70		000	77 731 P	020									
#ZZ PAC	1810 /	100	163 163		C A	22	04	500	405	101	E 4 4	20	95EA
base Nalari	44/	TON	101	25	64	33	24	270	430	TUT	544 C	20	2000
Aaaea	U	100	3	0	0	0	0	10	1	102	0	0	22
rotal	447	102	160	25	64	33	24	608	430	T03	550	20	2012

Εž	IS	TING PM Fri Jan 1	3,	2017	06:	26:33				1	Page 6	-1	
	EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION												
	Impact Analysis Report Level Of Service												
II	ite	rsection	Ţ	Ba Del	ase /	≥ V/	Ŧ.	Future Del/ V/			Change in		
#	1	Pacific St / Midas Ave	A	xxxxx	0.	494	A	XXXXX	0.500	ł	0.006	V/C	
#	2	PACIFIC / GROVE	В	11.9	0.	048	В	12.9	0.061	ł	0.993	D/V	
#	3	PACFIC / YANKEE HILL	С	16.4	0.	086	В	12.4	0.082	-	-4.009	D/V	
#	4	PACFIC ACCESS	A	8.9	0.	003	В	10.3	0.014	ł	1.362	D/V	
#	5	PAcific St / American Way	A	****	0.	392	A	xxxxx	0.395	ł	0.003	v/c	
ŧ	6	GROVE / ACCESS	A	0.0	0.	000	A	8.8	0.011	+	8.811	D/V	
Ħ	7	GROVE ST / CEDAR ST	A	7.2	0.	085	A	7.3	0.091	÷	0.006	V/C	
#	8	Rocklin Rd / Meyers St	A	8.2	0.	697	A	8.3	0.707	÷	0.009	v/c	
#	22	PACIFIC / ROCKLIN ROAD	В	xxxxx	0.	610	В	xxxxx	0.612	+	0.003	V/C	

EXISTING PM		Fri Jan 13, 2017 06:26:33										Page 7-1		
			7571-01	EXSIT TLA:	ING P QUAR	LUS PRC RY ROW	JECT SUBDI	VISIO	N					
the out one protonic time and the task and the size of			Level ()f Ser	 vice	Computa	tion	 Repor	 t					
	Circu	lar 2	12 Plar	ning	Metho	d (Base	Volu	me Al	ternati	ve)				
******	* * * * *	*****	* * * * * * *	*****	****	******	*****	*****	******	*****	****	******		
Intersection	#1 P	acifi *****	c St / ******	Midas *****	Ave ****	******	*****	*****	* * * * * * *	****	* * * * *	******		
Cycle (sec):		1	00			Critic	al Vo	1./Ca	p.(X):		0.494			
Loss Time (s	ec):		0			Averag	e Del	ay (s	ec/veh)	:	XXXXXX			
Optimal Cycle	e:		45			Level	Of Se	rvice	:			A		
*******	×**** No	*****	******	*****	*****	******	*****	*****	******	*****	*****	******		
Movement:	T, VO	run во - т	– R	50 T.	ucn в - т	~ R	т	ast в - т	- R	L - T - R				
Control:	Sp.	lit Pl	hase	Sp.	lit P	hase	P	rotec	ted	P	rotec	ted		
Rights:	Rights: Include					re		Incl	ude	Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1 (01	01	1	01	0 1	1 (0 1	1 0	1 () 2	0 1		
**************************************				1		16 64								
Volume Module	2: 22	Count	t Date:	10 A]	pr 20	10 <<	246	426	10	0	4 4 0	270		
Growth Adda	3 00	1 00	1 00	1 00	1 0.0	1 00	240	1 00	1 00	1 00	1 00	1 00		
Initial Rep.	1.00	1.00 61	1.00	185	28	155	246	435	18	1.00	44.8	278		
Oser Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	10	61	9	185	28	0	246	435	18	9	448	278		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	10	61	9	185	28	0	246	435	18	9	448	278		
PCE Adj:	1.00	1.00	1.00	1,00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1,00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	10	61	9	185	28	0	246	435	18	. 9	448	278		
debuue biene 103														
Saturation Fa	LOW MC	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Adiustmont:	1450	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00		
Lanos,	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 92	0.08	1 00	2 00	1 00		
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2785	115	1450	2900	1450		
Capacity Anal	lysis	Modul	Le:	0 1 1	0 00	0 00	0 4 7	0 1 6	0 10	0 01	0 15	0 10		
VOL/Sat:	0.01	0.04	0.01	105	0.02	0.00	0.17	0.19	0.10	0.01	0.15	0.19		
Crit Moves:		10		C01 ****			240 ****				∠∠4 ****			
ULLU BOVES:	*****	*****	******	*****	* * * * * *	******	* * * * * *	*****	******	*****	****	******		

EXISTING PM			Fri Jan 13, 2017 06:26:33									Page 8-1		
EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION														
						e		Bonom						
C	ircul	ar 212	2 Planr	ning M	ethod	(Futu)	re Vol	ume A	lternat	cive)				
******	*****	*****	******	*****	*****	******	*****	* * * * *	* * * * * * *	*****	*****	* * * * * * *		
Intersection *******	#1 P. ****	acifi(*****	c St / ******	Midas *****	Ave ****	* * * * * * *	*****	*****	******	*****	*****	* * * * * * *		
Cycle (sec):		10	00		Critic	cal Vo	l./Caj	p.(X):		0.500				
Loss Time (sec): 0						Avera	je Del	ay (s	ec/veh)	:	XXX	XXXXXX		
Optimal Cycle	9 :	1	46			Level	Of Se	rvice	:		А			
******	*****	*****	*****	*****	****	******	*****	*****	* * * * * * *	*****	*****	******		
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast B	ound	We	West Bound			
Movement:	. L. ·	- T	R	. L	- T	- R	L ·	T	- <u>R</u>	Ľ.	- T	- R		
Control:	ا می			 Sp);+ D	 hago	 D	votool	 Fod	 D-	rotori			
Rights.	υþ.	Tncli	ide	υþ	Tupo Lic Ii	re	L.	Inclu	ude	τ.	Ovl	Leu		
Min. Green:	Û	0	0	0	1910	0	0	11101	0 0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1 () 1	0 1	1	0 1	0 1	1 (1 0	1 (0 2	0 1		
				1										
Volume Module	e: >>	Count	: Date:	16 Aj	pr 20	16 <<								
Base Vol:	10	61	9	185	28	155	246	435	18	9	448	278		
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	61	9	185	28	155	246	435	18	9	448	278		
Added Vol:	0	0	0	5	0	0	0	12	0	0	8	3		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	10	61	9	190	28	155	246	447	18	9	456	281		
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	10	61	9	190	28	0	246	447	18	9	456	281		
Reduct Vol:	10	0	U	100	0	U	0	0	10	0	0 4 E Č	0		
Reduced Vol:	1 00	1 00	1 00	1 00	1 00	0 00	246	44/	1 00	1 00	456	281		
PUE ACJ:	1.00	1.00	1.00	1.00	1.00	0.00	1 00	1.00	1.00	1.00	1.00	1.00		
MER AUJ: FinalVolumo:	1.00	1.00	1.00	100	1.00	0.00	246	1.00	1.00	T.00	1.00	201		
rinarvorume:	10			1	~~~~~		240	, r.r.			450	201		
Saturation Fl	OW MO	dule:	1	ł		I	1		I					
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0,08	1.00	2.00	1.00		
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2788	112	1450	2900	1450		
Capacity Anal	ysis	Modul	e:											
Vol/Sat:	0.01	0.04	0.01	0.13	0.02	0.00	0.17	0.16	0.16	0.01	0.16	0.19		
Crit Volume:		61		190			246				228			
Crit Moves:		****		****			****				****			
* * * * * * * * * * * * *	****	****	* * * * * * *	****	* * * * * *	* * * * * * *	****	*****	*****	*****	* * * * * *			

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EXISTING PM		F	ri Jan	13,	2017 0	6:26:3	3			Page	9-1	
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIO				
		*** *** *** *** ***		· · ···	***	/						
	2000	UCN 11	Level	Of Ser	vice Motho	Comput	ation	Repor	t	+ 110)		
*****	2000 . *****	nom U *****	11S1911a ******	******	Metno *****	u (Bas ******	e voru	me A⊥ *****	ternat ******	****** TAG)	*****	******
Intersection	#2 P	ACTET	C / GR	OVE								
*****	*****	*****	******	*****	* * * * *	*****	*****	*****	* * * * * *	*****	* * * * *	******
Average Dela ********	Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.9]											
Approach: Movement:	NO: L	rth B - T	ound – R	So L	uth B - T	ound R	E L	ast B — т	ound - R	W L	est B - T	ound - R
				11								
Control:	Si	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 0) 1!	0 0	0	0 0	0 0	1	01	1 0	1	02	0 0
Volume Modul	e:											_
Base Vol:	12	0	34	0	0	0	0	566	15	37	668	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:	1 00	1 00	34	1 00	1 00	1 00	1 00	366	1 00	37	1 00	1 00
USEL AUJ:	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 Volumet	12	1.00	1.00	1,00	1.00	1.00	1.00	566	1.00	2.00	1.00	1.00 1
Reduct Vol:	12	0	0	0	Ő	õ	0	0	0	0	0	0
FinalVolume:	12	õ	34	Õ	õ	0	Õ	566	15	37	668	Õ
Critical Gap	Modu	le:										
Critical Gp:	6.8	6.5	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	ule:	1010	0.01							F 0 1		
Chilict Vol:	982	1310	291	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXX	281	XXXX	XXXXX
Move Cap :	240	101	700	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	202	XXXX	XXXXX
Move Cap.: Total Cap:	233	272	700	280	264	VVVVV	~~~~ ~~~~	~~~~ ~~~~	XXXXXX	202 XXXX	~~~~	~~~~~ XXXXX
Volume/Cap:	0.03	0.00	0.05	××××	XXXX	XXXX	XXXX	XXXX	XXXX	0.04	XXXX	XXXX
Level Of Serv	vice N	4odule	э:									-
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	xxxxx	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.8	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	569	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	xxxxx	0.3	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Snra Conbel:	XXXXX	11.3	XXXXX	XXXXX	XXXX	XXXXX	*XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX *
anarea LOS:	*	11 0	*		*	ŕ	· · ·	~	*	^ 	~	~
Approachinel:		а тт•2		X2	XXAAA *		A2	``````````````````````````````````````		Xi	*****	
************	* * * * * *	ن ****:	*****	*****	*****	*****	*****	****	******	******	*****	******
Note: Queue 1	report	ed is	s the r	number	of ca	ars per	r lane,					
****	*****	****	* * * * * * *	*****	****	******	******	****	******	*****	*****	******
EXISTING PM	XISTING PM Fri Jan 13, 2017 06:26:33 Page 10-1											
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	EXSITING PLUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION											
2	០០០ ជ	CM IIn	Level (signal	Of Ser	vice +	Comput	ation :	Repor	t ltorna	tino)		
 **********	*****	*****	******	******	*****	(rucu *****	******	*****	******	*****	*****	* * * * * * *
Intersection	#2 P/	ACIFI	C / GRO	OVE								
*****	*****	****	* * * * * *	* * * * * *	* * * * *	* * * * * *	*****	****	*****	*****	* * * * *	*****
Average Dela ********	y (seo *****	c/veh *****): ******	0.8	****	Worst *****	Case :	Level *****	Of Se *****	rvice: *****	B[1	2.9] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L ·	- T	~ R	L ·	- T	- R	L	- T	- R	L ·	- T	R
~										1		- 1 1 - 3
Control:	St	top S	ign	S	top Si	1gn Ido	Un	contr	olled	Un	Contr	oilea
Rights:	0 0		uae 0 0	0	TUCT	ude 0 0	1 4		ude 1 A	1 4	TUCT	n n
Lanes.	1			~~~~			 	 		· · ·		
Volume Modul	e:											1
Base Vol:	12	0	34	0	0	0	0	566	15	37	668	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	34	0	0	0	0	566	15	37	668	0
Added Vol:	10	0	1	0	0	0	0	10	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	35	0	0	0	0	576	22	37	668	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
PHE VOLUME:	22	0	35	0	0	0	0	576	22	37	000	0
FinalVolume:	22	0	35	0	0	0	0	576	22	37	668	0 0
								~ ~~ ~~ ~~ ~~ ~~ ~				
Critical Gap	Modul	le:										
Critical Gp:	6.8	6.5	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	XXXXX []			XXXXX]			<i>۵۰۵</i> ۱۱۰۰۰۰۰۰	XXXX	×××××
Capacity Modu	ule:			[]			11			11		1
Cnflict Vol:	995	1329	299	XXXX	xxxx	XXXXX	XXXX	XXXX	xxxxx	598	XXXX	XXXXX
Potent Cap.:	242	154	697	XXXX	XXXX	xxxxx	XXXX	XXXX	xxxxx	975	xxxx	XXXXX
Move Cap.:	235	148	697	XXXX	XXXX	xxxxx	XXXX	XXXX	XXXXX	975	XXXX	XXXXX
Total Cap:	363	270	XXXXX	278	261	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.06	0.00	0.05	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.04	XXXX	XXXX
Level Of Ser	vice i	Module	91							0 1		
Zway95tnQ: Control Doli	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX VVVV	XXXXX	8.8	~~~~	XXXXX XXXXX
LOS by Move:	*	*	*	*	*	*	*	~~~~~ *	*	0.0	*	*
Movement:	ኬዋ -	- TATR	- RT	Ъ Т -	- LTR	- RT	LT -	- LTR	RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	514	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.4	XXXXX	XXXXX	XXXX	xxxxx	xxxxx	XXXX	xxxxx	XXXXX	XXXX	XXXXX
Shrd ConDel:	xxxxx	12.9	XXXXX	xxxxx	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	В	*	*	*	*	*	*	×	*	*	*
ApproachDel:		12.9		XX	XXXX		xx	XXXX		XX	XXXX	
ApproachLOS:		В			*			*	. الاسلامين الاسلامين	، ، د به او بان می با	*	
**************************************	*****	****	******	******	~ * * * * * * *	*****	* * * * * * * * * * * * * * * * * * *			Α Α Τ Χ Χ Χ Χ		* * * * * * *
**************************************	<pre>>>te: Queue reported is the number of cars per lane. ************************************</pre>											

EXISTING PM	G PM Fri Jan 13, 2017 06:26:33 Page 11-1											
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIO	N			
			Level (of Ser	 vice	Comput.	ation	Repor				
	2000	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
********	****	*****	*****	*****	****	*****	*****	****	* * * * * *	*****	* * * * *	******
Intersection	#3 P	ACFIC	/ YAN	KEE HI	LL							
******	*****	*****	******	*****	*****	*****	*****	*****	* * * * * *	*****	*****	******
Average Dela	y (se ∗∗+++	c/veh	******	1.1 ******	*****	Worst	Case	Level	Of Se	rvice;	C[1 *****	6.4] ******
Approach	No	rth R	ound	م n n n n n دم؟	uth R	ound	F	aet B	ound	ប្រ	est B	ound
Movement:	L	- T	– R	L	- T	- R	L	- T	- R	г.,	~ T	- R
Control:	Stop Sign Stop Sign Uncontrolled Uncontrolled											
Rights:	Include Include Include Include									ude		
Lanes:	. 0 . 1	0 1!	0 0	U.	1 0	01	1	0 1	1 0	ا لد ۱۱	JL	1 0
Volumo Modul												
Base Vol.	е. А	Ω	1	26	0	55	22	571	8	16	644	11
Growth Adi:	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:	1.00	0	1.00	2.6	1.00	55	22	571	2.000	16	644	11
User Adi:	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:	8	0	1	26	0	55	22	571	8	16	644	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	0	1	26	0	55	22	571	8	16	644	11
											naa yaalo kaado aana nooso k	
Critical Gap	Modu.	le:										
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Connedty Med												
Capacity Mod	ure:	1206	200	1011	1205	200	655	10 10 10 10	10000000	570		
Potont Can :	207	1500	290	1011	1505	520	020	~~~~	~~~~~	991	~~~~	VVVVV
Move Can	184	152	707	188	153	668	928	XXXX	XXXXXX	991	XXXXX	XXXXX
Total Cap:	303	270	XXXXX	302	273	xxxxx	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.08	0.02	XXXX	XXXX	0.02	XXXX	XXXX
												1
Level Of Ser	vice M	Module	e:									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.3	0.1	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	10.9	9.0	XXXX	XXXXX	8,7	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	В	A	*	*	A	*	*
Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	324	XXXXX	302	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.1	XXXXX	0.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	10.4	XXXXX	18.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Snared LUS:	*	16 A	*	C	13 0	*	*	~	×	*		~
Approachiog:		10.4 C			тэ•5 В		X	*****		A.	*****	
*************	*****	ں *****:	*****	*****	D :****	******	*****	*****	******	******	****	******
Note: Onene	report	ted is	s the r	umber	ofc	ars pe	r lane					
****	*****	*****	******	*****	****	*****	*****	****	* * * * * * *	*****	*****	* * * * * * *

EXISTING PM			F	ri Jan	13,	2017 0	6:26:3	3			Page	12-1
un au in in in ar in in ar in in in in in			7571-0	EXSIT	ING P	LUS PR	OJECT					
يسم سيد بيد بيد بعد مس بعد مد بد بيد بيد بيد				L ILA;		KI KOW	SOBDI	VISIO 				
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	(Futu	ire Vol	ume A	lterna	tive)		
*********	*****	* * * * *	*****	*****	****	* * * * * *	*****	* * * * *	*****	*****	* * * * *	* * * * * *
Intersection *******	#3 P	ACFIC *****	/ YAN	KEE HI *****	LL ****	*****	*****	****	*****	*****	* * * * *	*****
Average Dela *********	y (se *****	c/veh *****); ******	0.9 *****	* * * * *	Worst *****	Case *****	Level ****	Of Se *****	rvice: *****	B[1 ****	2.4] *****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	Ŀ.	- T	- R	\mathbf{L}	- T	- R	\mathbf{L}	- T	- R	L ·	- T	- R
						~~~~						
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 (	0 1!	0 0	0	1 0	0 1	1	0 1	1 0	1 1	01	1 0
volume Modul	e:	~	-	<u>^</u>	~		~ ~	r	~		<i>~</i>	
Base Vol:	8	0	1	26	0	55	22	571	8	16	644	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:	8	0	1	26	0	55	22	571	8	16	644	11
Added Vol:	0	0	0	0	0	0	0	11	0	0	0	0
PasserByVol:	-8	0	-1	0	0	0	0	0	-8	-16	0	0
Initial Fut:	0	0	0	26	0	55	22	582	0	0	644	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:	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	26	0	55	22	582	0	0	644	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	. 0	0	0	. 26	0	55	. 22	582	0	0	644	11
o							11					
Critical Gap	Moau.	le:	<i>c</i> 0	<b>C</b> 0	<i>с</i>	<i>c</i> 0	. 1					
critical Gp:	1.5	6.5	0.9	0.0	0.0	0.9	4.1	XXXX	XXXXX	XXXXX	XXXX	*****
FOTTOMODITU:	3.5	4.0	3.3	3.5 	4.0	3.3	ے ، کے اب ا		XXXXX	XXXXX Llanna		*****
Capacity Mod	ule:			110000			11			11		
Cnflict Vol:	948	1281	291	985	1276	328	655	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	215	164	706	245	166	668	928	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	194	160	706	241	162	668	928	XXXX	XXXXX	XXXX	XXXX	XXXXX
Fotal Cap:	311	279	XXXXX	362	285	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.08	0.02	xxxx	XXXX	XXXX	xxxx	XXXX
					• •• •• •• •• •• •							
Level Of Ser	vice N	Module	э:									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.3	0.1	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del::	XXXXX	XXXX	XXXXX	XXXXX	XXXX	10.9	9.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	В	А	*	*	*	*	*
Movement:	LT -	~ LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	0	XXXXX	362	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	xxxxx	XXXX	XXXXX	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	xxxxx	XXXX	XXXXX	15.7	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	С	*	*	*	*	*	*	*	*
ApproachDel:	XX	XXXXX			12.4		xx	xxxxx		x>	xxxx	
ApproachLOS:		*			В			*			*	
********	* * * * * *	*****	* * * * * * *	*****	*****	*****	*****	*****	******	* * * * * * *	****	*****
√ote: Queue :	report *****	ted i:	s the r	number	of ca	ars pe *****	r lane	*****	* * * * * * *	* * * * * * *	*****	*****

EXISTING PM	NG PM Fri Jan 13, 2017 06:26:33 Page 13-1											
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR RY ROW	OJECT SUBDI	VISIO	)N			
			Tevel	Of Ser	wice	Comput		 Renor				
:	2000	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
*******	* * * * *	****	*****	*****	* * * * *	* * * * * *	* * * * * *	****	* * * * * *	* * * * * *	*****	* * * * * * *
Intersection	#4 P	ACFIC	ACCES	S								
*****	* * * * *	****	*****	*****	****	*****	*****	****	* * * * * *	*****	*****	******
Average Delay	y (se *****	c/veh ****	): *****	0.0	*****	Worst	Case	Level	Of Se	rvice: *****	A[ *****	8.9] ******
Approach:	No	rth B	ound	So	uth B	ound	R	ast B	ound	W	est B	ound
Movement:	L	- T	~ R	L	- T	- R	L	- Т	– R	L	~ T	- R
			 `									
Control:	S	top S	ıgn	S	top S	ign	Un	contr	olled	Un	contro	olled
Rights:		Inci	ude	0	Incl	ude	-	Incl	ude		inci	ude
Lanes:	0	0 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module	9: 			110400			112222			11		
Base Vol:	0	0	0	0	0	0	3	604	0	0	666	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	0	0	0	0	0	3	604	0	0	666	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	0	0	0	0	0	3	604	0	0	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	3	604	0	0	666	0
~												
Critical Gap	Modu.	le:	<i>c</i> 0	<u> </u>	ćF	<b>C</b> 0						
Critical Gp:	6.8	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FOLLOWUPTIM:	3.5	4.0	3.3	3.5	4.0	3.3	Z.Z		XXXXX	XXXXX	XXXX 	
Capacity Modu	le:			11			11			1		I
Cnflict Vol:	943	1276	302	974	1276	333	666	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	261	165	694	249	165	663	919	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	260	165	694	249	165	663	919	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	XXXX	XXXX	XXXX	XXXX	XXXX
Tevel OL Selv	/ice r	MOQUI	e:				0 0					
Zwayystny: Camtual Dalu	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX
CONTROL Del:2	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.9	XXXX *	XXXXX	XXXXX	*	XXXXX ÷
LOS DY MOVE:	τ	מיה ד	л	יי די ד	1 m D		5 M	TUTO	 	т <i>н</i> я.	TERD	- 50
Shared Cap 1	- 11 -	0 111 -	- 51	11 -	0	- UI	11 - 77777		- 11	AAAA	- LIK	~ 1/1
Shared Ouevers	~~~~~	VVVV	AAAAA VVVVV	XXXX VVVVV	0 99999	AAAAA VVVVV	VVVVV	AAAA VVVV	AAAAA VVVVV	AAAA VVVVV	~~~~	~~~~~ *****
Shrd ConDelin	*****	****	XXXXXX	XXXXX	××××	*****	XXXXXX	XXXX	XXXXXX	XXXXX	XXXX	XXXXX
Shared LOS	****	*	*	*	*	*	*	*	****	*	*	*
ApproachDel.	Y.	*****		v	*****		×.	*****		×	*****	
ApproachLOS.	A2	*		A.	*		~~~	*		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*****	
******	****	*****	* * * * * * *	*****	* * * * *	* * * * * *	* * * * * * *	* * * * * *	*****	*****	*****	******
Note: Queue n	eport	ted i:	s the r	number	ofca	ars pe	r lane.	•	******		*****	

EXISTING PM			F	ri Jan	13,	2017 0	6:26:3	3			Page	14-1
شيئ علم جلم الله جال الله عن الله عن الله عن الله الله الله الله الله الله الله الل				EXSIT	ING P	LUS PR	OJECT					
			7571-0	1 TLA:	QUAR	RY ROW	SUBDI	VISIO	N		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 н	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
*******	* * * * *	****	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * *	*****	*****	*****
Intersection *******	#4 P	ACFIC *****	ACCES *****	S *****	* * * * *	* * * * * *	*****	*****	* * * * * *	* * * * * *	*****	* * * * * * * -
Average Dela ******	y (se ****	c/veh *****	); *****	0.2 *****	****	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	B[ 1 ****	0.3] *****
Approach: Movement:	No L	rth B - T	ound - R	Sor L	uth B - T	ound - R	E L	ast B - T	ound - R	We L	est B - T	ound - R
Control:	 e	ton s	ian		ton s		 Un	contr	olled	[] Um/	contr	olled
Rights:	3	Tnel	nqe	G	τομ σ ΤησΊ	nqe	UII	Thel	nqe	ŲII	Tnol	ude
Lanes.	0	0 0	Δ <u>α</u> Θ Λ 1	0		0 0	1	1 1 1	1 A	1 (	0 1	1 0
	1	~ ~	~ <i>_</i>		· * •		<u>د</u> ا ا ـــــــ	ۍ به سيسي		· · ·		i
Volume Modul	e:						, ,					,
Base Vol:	0	0	0	0	0	0	3	604	0	0	666	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	0	0	0	0	0	3	604	0	0	666	0
Added Vol:	0	0	8	0	0	0	0	0	11	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	0	3	604	11	13	666	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	0	8	0	0	0	3	604	11	13	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
finalVolume:	. 0	0	8	., 0	0	0		604	11	13	666	0
Critical Cas	Modul	1 ~ •										
Critical Gap Critical Cou	mouu.	re:	6 9	7 5	65	6 0	4 1		40000	4 1	0000	<b>VUVU</b> V
FollowUnTime	~~~~~	~~~~	2 Q	7.5	4.0	0.9 3 3	2.2	VVVV	VVVVV	2.1	VVVV	VVVVV
LOTIONODITU'				11			<i>د</i> ، د ا ا			<i>۲۰۲</i> ۱۱–۰–۰		
Capacity Modu	ule:						* 1					,
Cnflict Vol:	xxxx	XXXX	308	1000	1313	333	666	xxxx	XXXXX	615	XXXX	XXXXX
Potent Cap.:	XXXX	XXXX	688	197	157	663	919	XXXX	XXXXX	961	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	688	193	155	663	919	xxxx	XXXXX	961	xxxx	XXXXX
Volume/Cap:	XXXX	XXXX	0.01	0.00	0.00	0.00	0.00	XXXX	XXXX	0.01	XXXX	XXXX
Level Of Ser	vice 1	Modul	е:									
2Way95thQ:	XXXX	XXXX	0.0	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del::	XXXXX	XXXX	10.3	XXXXX	XXXX	XXXXX	8.9	XXXX	XXXXX	8.8	XXXX	XXXXX
LOS by Move:	*	*	В	*	*	*	A	*	*	A	*	*
Movement:	- T.T.	- LTR	- RT	P.I	- LTR	- RT	ьт -	- LTR	- RT	Ľ,ĩ, -	· LIR	- KT
Snared Cap.:	XXXX	XXXX	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
ShareaQueue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
SHLU CONDEL!	*****	XXXX *	*****	*****	XXXX ¥	*****	XXXXX	XXXX *	XXXXX ¥	*****	<u>хххх</u> *	~~~~×
Marea 105;	×	10 2		* 		Ŷ					~~~~~~	^
When the second		тл'? ТЛ'?		X	XXXX/ *		XI	XXXX *		XX	.XXXA. *	
**************************************	*****	D *****	*****	*****	*****	*****	* * * * * * *	*****	****	******	****	*****
Note: Queue :	report	ted i:	s the 1 *****	number ******	of ca	ars pe: *****	r lane.	*	*****	* * * * * * *	****	****

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		ç	7571-01	EXSIT TLA:	ING P QUAR	LUS PRO RY ROW	OJECT SUBDI	VISIO	N				
		 I	Level (	)f Ser	vice	Computa	ation	 Repor					
	Circu	lar 21	2 Plar	ning	Metho	d (Base	e Volu	me Al	ternati	ve)			
Intersection	#5 P	****** Doific	****** • Q+ /	amori	***** Can M	******	*****	****	*****	*****	* * * * *	*****	
*******	****	*****	· ·· /	*****	*****	ay ******	*****	* * * * *	* * * * * * *	* * * * *	* * * * *	* * * * * * *	
Cycle (sec):		10	)0			Critic	cal Vo	1./Ca	p.(X):		0.	392	
Loss Time (s	ec):		0			Averaç	ge Del	ay (s	ec/veh)	:	XXXXXX		
Optimal Cycle: 37 Level Of Service: A													
Approach.	No	rth Bo	und		uth R	ound		aet R	ound	57777 101	aet R	ound	
Movement:	L	- T	- R	L	- T	~ R	L	чэс р - Т	- R	г.	- Т	- R	
*** *** *** *** *** *** *** *** *** ***		****											
Control:	Р	rotect	.ed	P	rotec	ted	P	rotec	ted	$\mathbf{P}_{1}$	rotec	ted	
Rights:	0	Inclu	ide o	0	Incl	ude	0	Incl	ude	0	Incl	ude	
MIN. Green:	4 0	4 0	4 0	4 0	4 0	4 0	10	4 0	4 0	4 0	4 0	10	
Lanes:	1	0 0	1 0	1	0 0	1 0	1 1		1 0	1 (	) 1	1 0	
									[	1			
Volume Modul	e: >>	Count	Date:	б Ju	n 201	3 <<							
Base Vol:	129	49	64	7	32	46	39	469	99	77	494	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	
User Adi:	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:	129	49	64	7	32	46	39	469	99	77	494	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	129	49	64	7	32	46	39	469	99	77	494	9	
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	
FinalVolume:	129	49	1.00	1.00	32	46	39	469	1.00	1.00	494	1.00	
Saturation F	low Mo	odule:											
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
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	
Final Sat.:	1450	629	821	1450	595	855	1450	2395	505	1450	2848	0.04	
			1						1				
Capacity Anal	lysis	Modul	e:										
Vol/Sat:	0.09	0.08	0.08	0.00	0.05	0,05	0.03	0.20	0.20	0.05	0.17	0.17	
Crit Volume:	129				78			284		77 ****			
LLL PIOVES:	*****	* * * * * *	*****	*****	*****	******	*****	*****	******	*****	*****	******	

EXSITING PLUS PROJECT           7571-01 TLA: QUARRY ROW SUBDIVISION           Level Of Service Computation Report           Circular 212 Planning Method (Future Volume Alternative)           Intersection #5 PAcific St / American Way           Circular 212 Planning Method (Future Volume Alternative)           Corrected Protection #5 PAcific St / American Way           Circular 212 Planning Method (Future Volume Alternative)           Correction #5 PAcific St / American Way           Correctin #5 Pacific St / Pacific St / American Way     <	EXISTING PM	STING PM Fri Jan 13, 2017 06:26:33							Page	16-1			
Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)           Intersection #5 PAcific St / American Way           Cycle (sec): 100 Critical Vol./Cap.(X): 0.395           Cost Time (sec): 0 Average Delay (sec/veh): xxxxxx           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 L - T - R           Control: Protected Protected Protected Protected Include Include           Min. Green: 0         0         0         0         0         0         0           Vales: 10         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         1         0         1         1         1         1         1         1         0         1         0				7571-01	EXSIT	ING P QUAR	LUS PRO RY ROW	OJECT SUBDI	VISIO	N			
Level Of Service Computation Report           Circular 212 Planning Method (Future Volume Alternative)           Ministry 112 Planning Method (Future Volume Alternative)           Schedular 212 Planning Method (Future Volume Alternative)           Ministry 112 Planning Method (Future Volume Alternative)           Schedular 212 Planning Method (Future Volume Alternative)           Schedular 21 Planning Method (Future Volume Alternative)           Schedular 22 Planning Method (Future Volume Alternative)				~~~~~									
Intersection #5 PAcific St / American Way         Cycle (sec):       100       Critical Vol./Cap.(X):       0.395         Loss Time (sec):       0       Average Delay (sec/veh):       xxxxxx         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       -       T       -       R         Control:       Protected       Protected       Protected       Protected         Kights:       Include       Include       Include       Include         Gontrol:       Protected       Protected       Protected       Protected         Vers:       4.0       0.0       0       0       0       0       0         Control:       Protected       Protected       Protected       Include       Include       Include         Gase Vol:       129       49       64       7       32       46       39       469       99       77       494       9         Added Vol:       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	C.	ircul	ar 21	Level ( 2 Plann	)t Ser	vice ethod	Computa (Futur	ation .	Repor	t ltarnat	ival		
Intersection #5 PAcific St / American Way         Cycle (sec):       100       Critical Vol./Cap.(X):       0.395         Loss Time (sec):       0       Average Delay (sec/veh):       xxxxx         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:       Protected       Protected       Protected         Min. Green:       0       0       0       0       0       0       0         Alares:       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1 <td< td=""><td>*********</td><td>*****</td><td>*****</td><td>******</td><td>*****</td><td>*****</td><td>******</td><td>*****</td><td>*****</td><td>*******</td><td>*****</td><td>* * * * *</td><td>******</td></td<>	*********	*****	*****	******	*****	*****	******	*****	*****	*******	*****	* * * * *	******
Cycle (sec):       100       Critical Vol./Cap.(X):       0.395         Loss Time (sec):       0       Average Delay (sec/veh):       xxxxxx         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       R       L       T       R       L       T       R       L       T       R       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       R       L       Noth Bound       West Bound       West Bound       Mest Bound       Hist       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A	Intersection	#5 P	Acifi *****	c St / ******	Ameri *****	can W *****	ay ******	*****	* * * * *	* * * * * * *	*****	*****	* * * * * * *
Loss Time (sec):       0       Average Delay (sec/veh):       xxxxx Level Of Service:       A         Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       -       T       -       R       -       T       -       R         Control:       Protected       Protected       Protected       Protected       Protected       Include       Include         Ain. Green:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>Cycle (sec):</td> <td></td> <td>1</td> <td>00</td> <td></td> <td></td> <td>Critic</td> <td>al Vo</td> <td>l./Caj</td> <td>p.(X):</td> <td></td> <td>0.1</td> <td>395</td>	Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0.1	395
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         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R	Loss Time (se	ec):		0			Averag	je Del	ay (se	ec/veh)	:	XXXX	XXX
Approach:       North Bound       South Bound       East Bound       West Bound         Movement:       L       -       T       -       R       L       -       T       -       R       T       -       R       T       -       R       T       -       R       T       -       R       T       -       R       -       T       -       R       T       -       T       -       R       -       T       -       R       T       -       T       -       R       -       T       -       R       -       T       -       R       -       T       -       R       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       -       T       T       T       T       T </td <td>Optimal Cycle</td> <td>9:</td> <td></td> <td>38</td> <td></td> <td></td> <td>Level</td> <td>Of Se</td> <td>rvice</td> <td>:</td> <td></td> <td></td> <td>A</td>	Optimal Cycle	9:		38			Level	Of Se	rvice	:			A
Approach:         North Bound         South Bound         East Bound         West Bound         West Bound           Movement:         L         -         T         -         R         L         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         -         R         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R<	**********	*****	*****	******	****	****	******	*****	*****	******	*****	*****	******
Movement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         C         T         C         D         C         D         C         D         C         D         C         D         C         D         D         D         D         D         D         D         D         D         D         D         D	Approach:	No	rth Bo	ound	_ So	uth B	ound	E	ast Bo	ound	We	est Bo	ound
Control:         Protected         Protected         Protected         Protected         Protected         Protected           Rights:         Include         Include         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         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	Movement:	ь. I	T	- R	Ъ	- '1'	- R	ь. ч	- T	- R	• ـلـ ١	~ T	- R
Control I.       Finite Cettal       Finite Cettal       Finite Cettal       Finite Cettal       Finite Cettal         Mights:       Include       Include       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       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>Control</td> <td>D-</td> <td>rotoci</td> <td>  Fod</td> <td> D</td> <td>rotec</td> <td>  Fod</td> <td>D-</td> <td>rotect</td> <td>  Fod</td> <td>  P1</td> <td>rotect</td> <td>tad</td>	Control	D-	rotoci	 Fod	D	rotec	 Fod	D-	rotect	 Fod	 P1	rotect	tad
Highed	Rights.	L	Inclu	ide	F	Incl	ude	L.	Inclu	ide		Incl	ide
HR:       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4	Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:       1       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1 <td>Y+R:</td> <td>4.0</td>	Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2013 <<	Lanes:	1 (	0 0	1 0	1 (	0 0	1 0	1 (	) 1	1 0	1 (	) 1	1 0
Volume Module:       >> Count Date:       6 Jun 2013 <<         Base Vol:       129       49       64       7       32       46       39       469       99       77       494       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       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       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0			~ ~ ~ ~ ~ ~										
Base Vol: 129 49 64 7 32 46 39 469 99 77 494 9 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module	a: >>	Count	: Date:	6 Ju	n 201	3 <<						
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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	Base Vol:	129	49	64	7	32	46	39	469	99	77	494	9
Initial Bse:       129       49       64       7       32       46       39       469       99       77       494       9         Added Vol:       1       0       0       0       0       0       7       0       0       12       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       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
Added Vol:       1       0       0       0       0       0       0       0       1       1       0       0       0       0       0       1       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	initial Bse:	129	49	64	7	32	46	39	469	99	11	494	9
Initial Fut:       130       49       64       7       32       46       39       476       99       77       506       9         Jser Adj:       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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00 </td <td>Added Vol;</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>12</td> <td>0</td>	Added Vol;	1	0	0	0	0	0	0	1	0	0	12	0
Jser Adj:       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       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       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       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       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       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       1.00       1.00       1.00       1.00	Initial Fut:	130	49	64	7	32	46		476	99	77	506	G G
2HF Adj:       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       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       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       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       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       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       1.00       1.00       1.00       1.00	User Adi.	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:       130       49       64       7       32       46       39       476       99       77       506       9         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	PHE Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th< td=""><td>PHF Volume:</td><td>130</td><td>49</td><td>64</td><td>7</td><td>32</td><td>46</td><td>39</td><td>476</td><td>99</td><td>77</td><td>506</td><td>9</td></th<>	PHF Volume:	130	49	64	7	32	46	39	476	99	77	506	9
Reduced Vol:       130       49       64       7       32       46       39       476       99       77       506       9         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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>Reduct Vol:</td> <td>0</td>	Reduct Vol:	0	0	0	0	0	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       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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Reduced Vol:	130	49	64	7	32	46	39	476	99	77	506	9
4LF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	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
FinalVolume:       130       49       64       7       32       46       39       476       99       77       506       9         Saturation Flow Module:       Saturation Flow Module:       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450	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
Saturation Flow Module:         Sat/Lane:       1450 1450 1450 1450 1450 1450 1450 1450	FinalVolume:	130	49	64	. 7	32	46	. 39	476	99	. 77	506	9
Sat/Lane:       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450       1450													
Satz/Lane:       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430       1430	Saturation fi		1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Canes:       1.00       0.03       0.57       1.00       0.41       0.59       1.00       1.66       0.34       1.00       1.97       0.03         Final Sat.:       1450       629       821       1450       595       855       1450       2401       499       1450       2849       51         Capacity Analysis Module:       701/Sat:       0.09       0.08       0.00       0.05       0.05       0.03       0.20       0.05       0.18       0.18	Adjustment,	1 00	1400	1400	1400	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Final Sat.:       1450       629       821       1450       595       855       1450       2401       499       1450       2849       51         Capacity Analysis Module:       ////////////////////////////////////	Lanes:	1.00	0.43	0.57	1.00	0.41	0.59	1.00	1.66	0.34	1.00	1.97	0.03
Capacity Analysis Module: /ol/Sat: 0.09 0.08 0.08 0.00 0.05 0.05 0.03 0.20 0.20 0.05 0.18 0.18	Final Sat.:	1450	629	821	1450	595	855	1450	2401	499	1450	2849	51
Capacity Analysis Module:         /ol/Sat:       0.09 0.08 0.08 0.00 0.05 0.05 0.03 0.20 0.20 0.05 0.18 0.18							· · · · · · · · ·						
Vol/Sat:         0.09         0.08         0.00         0.05         0.05         0.03         0.20         0.20         0.05         0.18         0.18           Drit Values         120         72         72         72         72         72	Capacity Anal	ysis	Modul	e:									
	Vol/Sat:	0.09	0.08	0.08	0.00	0.05	0.05	0.03	0.20	0.20	0.05	0.18	0.18
LTIT VOLUME: 130 16 200 17	Crit Volume:	130				78			288		77		
Crit Moves: **** **** **** ****	Crit Moves:	****		ا ا ا الا الد الد الد الد ا	. د.د. و و و	****	۹ ۲۰۰۰، زان ران ران ک	ه د ده رو رو	****	، است. است. است. است. است. است. است. است.	****	، د د د .	. 4. 4. 4 L. 1.

EXISTING PM			F	'ri Jai	n 13,	2017 (	06:26:3	3			Page	18-1
خمين خين وين جين خيل خين بين لغي الله عن الله عن الله عن الله عن	*** *** *** *** ***	*** *** *** ***	7571-0	EXSI:	FING E	LUS PF	OJECT	VIOTO				
			1511-0	1 TLA	: QUAR	KRI ROM		VIS10	N			
			Level	Of Sei	rvice	Comput	ation	Repor	t			
2	000 н	CM Un	signal	ized N	4ethod	l (Futu	re Vol	ume A	lterna	tive)		
*****	****	****	*****	****	*****	*****	*****	* * * * *	* * * * * *	*****	* * * * *	*****
Intersection	#6 G	ROVE	/ ACCE	SS								
* * * * * * * * * * *	* * * * *	* * * * *	* * * * * *	*****	*****	*****	*****	****	*****	*****	* * * * *	* * * * * *
Average Dela *******	y (se ****	c/veh *****	): *****	1.5 *****	*****	Worst *****	Case *****	Level ****	Of Se *****	rvice: *****	A [ *****	8.8] ******
Approach:	No	rth B	ound	Sc	outh B	lound	E	ast B	ound	W	est B	ound
Movement:	L	— Т	R	$\mathbf{L}$	- T	- R	L	- T	~ R	L	- T	- R
Control:	Un	contr	olled	Ur	ncontr	olled	S	top S	ign	S	top S	ign
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 0	1 0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
	1	~~ ~~ ~~ ~~ ~ <b>~</b> ~			· ·· ·· ·· ·· ··							
Volume Modul	e:											
Base Vol:	0	46	0	(	) 52	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	46	0	C	) 52	0	0	0	0	0	0	0
Added Vol:	0	1	9	7	/ 0	0	0	0	0	6	0	11
PasserBvVol:	0	0	0	C	) 0	0	0	0	0	0	0	0
Initial Fut:	0	47	9	7	52	0	0	0	0	6	0	11
User Adi:	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 Adi:	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:		47			52	0	0	0	0	<u></u> б	0	11
Reduct Vol:	0	0	Ő	Ċ	) 0	0	0	Ő	Ő	õ	Ő	
FinalVolume:	0	47	9	7	52	0	Ó	Ő	0	б	0	11
				11								
Critical Gap	Modu	le:					• •					
Critical Gp:	XXXXX	XXXX	XXXXX	4.1		xxxxx	XXXXX	XXXX	XXXXX	6.4	6.5	6.2
FollowUpTim::	XXXXX	XXXX	XXXXX	2.2	2 XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	4.0	3.3
Capacity Mod	ule:						• •			• •		
Cnflict Vol:	XXXX	XXXX	xxxxx	56	xxxx	XXXXX	XXXX	xxxx	XXXXX	118	118	52
Potent Cap.:	XXXX	XXXX	XXXXX	1549	XXXX	XXXXX	XXXX	XXXX	XXXXX	878	773	1016
Move Cap.:	XXXX	XXXX	XXXXX	1549	XXXX	XXXXX	XXXX	XXXX	XXXXX	875	769	1016
Volume/Cap:	XXXX	XXXX	XXXX	0.00	XXXX	XXXX	XXXX	xxxx	XXXX	0.01	0.00	0.01
					·							
Level Of Ser	vice N	Modul	e:									
2Way95thQ:	XXXX	XXXX	XXXXX	0.0	xxxx	XXXXX	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX
Control Del::	XXXXX	XXXX	XXXXX	7.3	xxxx	XXXXX	XXXXX	XXXX	XXXXX	xxxxx	xxxx	XXXXX
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	$\mathbf{LT}$	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	XXXX	xxxxx	XXXX	. xxxx	xxxxx	XXXX	XXXX	XXXXX	XXXX	962	XXXXX
SharedQueue:	xxxxx	XXXX	XXXXX	0.0	xxxx	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	0.1	XXXXX
Shrd ConDel::	xxxxx	XXXX	XXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	8.8	XXXXX
Shared LOS:	*	*	*	A	*	*	*	*	*	*	А	*
ApproachDel:	x	xxxxx		х	xxxxx		x	xxxxx			8.8	
ApproachLOS:		*			*			*			А	
****	* * * * *	* * * * *	* * * * * * *	* * * * * *	****	*****	*****	*****	* * * * * * *	******	*****	*****
Note: Oueue :	repor	ted is	s the i	number	of c	ars pe	r lane	,				
******	****	* * * * *	*****	*****	****	* * * * * *	* * * * * *	* * * * * :	* * * * * * *	*****	*****	******

EXISTING PM			F	ri Jan	13,	2017 0	6:26:3	3			Page	19-1
			7571-0	EXSIT	ING P	LUS PR	OJECT SUBDI	VISIC	N			
	~~~~~				~~~~							
			Level (Of Ser	vice	Comput	ation	Repor	ť			
	2000	HCM	4-Way :	Stop M	ethod	(Base	Volum	e Alt	ernati	ve)		
*********	****	****	*****	*****	****	*****	* * * * * *	*****	*****	*****	* * * * *	* * * * * * *
Intersection	#7 G	ROVE	ST / Cl	EDAR S	T							
*****	****	*****	*****	*****	****	******	*****	*****	******	******	****	******
Cycle (sec):		<u>1</u>	00			Criti	cal Vo	1./Ca	p.(X):		0.	085
LOSS TIME (S	ec):		0			Avera	je bet	ay (s	ec/ven,			1.2
Obrimar CACT	ビ: ****	*****	U ******	*****	****	****** rever	OL 26	*****	******	*****	*****	A *******
Approach	No	rth B	aund	So	uth B	ound	л Я	aet B	ound	fat.	ost R	വാർ
Movement:	T.	- m	- R	т.	чен р - т	~ R	T.	ມິນເມ - ຫ	- R	т	ະ ຕ	- B
	1				~ ~ ~ ~ ~ ~		11					
Control:	, S	top S:	ign	S	top S	ign	S'	top S	iqn	s. S	top S	iqn '
Rights:		Inclu	ude		Incl	ude		Incl	ude		Incl	ude
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 1!	0 0	0	0 1!	0 0
Volume Modul	e:											
Base Vol:	2	10	49	2	9	0	1	10	1	46	20	6
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:	2	10	49	2	9	0	1	10	1	46	20	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
PHE Adj:	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:	2	10	49	6	9	0	1	10	1	40	20	6
Reduct Vol:	0	10	10	2	0	0	1	10	0	16	20	U G
PCF Add.	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 Adi:	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:	2	10	49	2	1.00	1,00	1	10	1.00	46	20	6
Saturation F	low Me	odule:	;	•								
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:	0.03	0.16	0.81	0.18	0.82	0.00	0.08	0.84	0.08	0.64	0.28	0.08
Final Sat.:	32	159	777	153	686	0	72	717	72	544	236	71
Capacity Ana	lysis	Modul	Le:									
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	XXXX	0.01	0.01	0.01	0.08	0.08	0.08
Crit Moves:	<i>c</i> 0	****	<i>c o</i>		****	0.0		****	7 0	****		
Delay/Veh:	6.9	6,9	6.9	1.3	1.3	0.0	1.2	1.2	1.2	1.5	1.5	7.5
Detay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HUS PA Mone.	0.9 n	0.9	0.9	1.3	1.3 n	0.0	1.2	1.2	1.2	c. / م	1.3	7.0 M
ApproachDel:	А	A A	А	A	7 २		А	- A フ つ	A	А	7 F	А
Delav Adi.		1.00			1.00			1.00			1.00	
ApprAdiDel·		6.9			7 3			7.2			7.5	
LOS by Appr:		A			A			, , <u>2</u> Д			A.	
AllWayAvgO:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
******	*****	*****	******	*****	*****	*****	*****	****	******	*****	*****	*****
Note: Queue	report	ted is	s the n	umber	of ca	ars per	lane					
*****	- * * * * * *	* * * * * *	*****	*****	****	******	*****	*****	*****	*****	*****	****

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BA101100 10			F	ri Jan	13,	2017 0	6:26:3	3			Page	20-1
			7571-0	EXSIT 1 TLA:	ING P QUAR	LUS PR	OJECT SUBDI	VISIO	N			
			Level (of Ser	vice	Comput		 Renor	 +			** *** *** *** ***
	2000	HCM 4	-Way S	top Me	thod	(Futur	ə Volu	me Al	ternat:	ive)		
* * * * * * * * * * * *	* * * * *	****	*****	*****	* * * * *	*****	*****	****	*****	*****	* * * * *	* * * * * *
Intersection *******	#7 G	ROVE * * * * *	ST / CI	EDAR S *****	T *****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	*****
Cycle (sec):		1	00			Criti	cal Vo	1./Ca	p.(X):		0.	091
Loss Time (s	ec):		0			Avera	ge Del	ay (s	ec/veh)	:		7.3
Optimal Cycl	e:		0			Level	Of Se	rvice	:			А
*********	*****	****	*****	*****	*****	*****	*****	*****	* * * * * * * *	*****	* * * * *	*****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L ·	- T	- R	L	- T	R	L.,	- T	- R	L	- T	- R
				0							* ~ ~ ~	
Rights.	5	Jop 3. Inclu	тди пде	5	LUP S Tral	тдн пур	5	ເບຍ່ລິ ໂກລີ	ràn Tàu	5	top S Tecl	±yu udo
Min Green.	ß	U THOU	uue A	Λ	U TÚUT	uue A	Λ	TTOTT	ude A	Λ	V	uue A
Lanes:	0 0) 1 I	0 0	0	10	0 0	0	0 1	0 0	0	0 11	0 0
					~~~~~							
Volume Module	∋:											
Base Vol:	2	10	49	2	9	0	1	10	1	46	20	6
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:	2	10	49	2	9	0	1	10	1	46	20	6
Added Vol:	0	0	8	0	0	0	0	2	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	10	57	2	9	0	1	12	1	50	21	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:	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:	2	10	57	2	9	0	1	12	1	50	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	10	57	2	9	0	1	12	1	50	21	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
MLE AGJ:	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:	ے 		، د ا ـــــــــــــــــــــــــــــــــــ	ے ا	9		1	<u>۲</u> ۲	۲ ۴ سیسی سی	50	<u>د م</u>	0
Saturation F	OW MC	dule	· · · · ·	1			I		1	1		
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:	0.03	0.14	0.83	0.18	0.82	0.00	0.07	0.86	0.07	0.65	0.27	0.08
Final Sat.:	28	140	797	151	681	0	61	731	61	550	231	66
					~ ~~ ~~ ~~ ~							
Capacity Ana	lysis	Modu]	Le:									
Vol/Sat:	0.07	0.07	0.07	0.01	0.01	XXXX	0.02	0.02	0.02	0.09	0.09	0.09
Crit Moves:		****			****			****			* * * *	
Delay/Veh:	6.9	6.9	6.9	7.3	7.3	0.0	7.2	7,2	7.2	7.6	7.6	7.6
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:	6.9	6.9	6.9	7.3	7.3	0.0	7.2	7.2	7.2	7.6	7,6	7.6
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:		0.9			1.3			1.2			1.6	
Delay Adj:		1.00			1,00 1,00			1.00			1.00	
ApprAajvel:		ю.У "			1.3			1.2			1.0	
LUS DY Appr:	0 1	A 1	0 1	0.0		0.0	0 0	A O O	0 0	0 1	A 0 1	<u>Λ</u> 1
		· · · · ·	0.L	0.0	0.0	0.0	0.0	0.0	0.0	ULL	0.1	VL

EPAP AM

#### Fri Jan 13, 2017 07:58:01

#### EXSITING PLUS APPROVED PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

#### 

Scenario Report Scenario: EPAP AM

SC	er	ıa	r	1	0	:

Command:	Default Command
Volume:	EPAP AM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	AM PEAK
Trip Distribution:	AM CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

#### EXSITING PLUS APPROVED PROJECT

#### 7571-01 TLA: QUARRY ROW SUBDIVISION

#### Trip Generation Report

#### Forecast for AM PEAK

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
			שנה שות בנס אמי גמי אות שול לפל אור למו חיי לנה עני לנה						
1	The Summitt Zone 1 S	115.00 ubtotal	SFR	0.19	0.56	22 22	64 64	86 86	14.6 14.6
2	Avalon Zone 2 S	79.00 ubtotal	SFR	0.19	0.56	15 15	44 44	59 59	10.0 10.0
б	PARK PLACE N Zone 6 St	76.00 ubtotal	sfr 	0.19	0.56	14 14	43 43	57 57	9.6 9.6
7	PARK PLACE S Zone 7 S	66.00 ubtotal	SFR	0.19	0.56	13 13	37 37	50 50	8.5 8.5
9	BRIGHTON Zone 9 St	75.00 ubtotal	SFR	0.19	0.56	14 14	42 42	56 56	9.5 9.5
12 12	Granite Terr Granite Terr Zone 12 :	0.00 42.00 Subtotal	condo SFR	0.13 0.19	0.39 0.56	0 8 8	0 24 24	0 32 32	$0.0 \\ 5.4 \\ 5.4$
13	ROCKLIN AUDI Zone 13 S	34.00 Subtotal	AUDI	1.44	0.48	49 49	16 16	65 65	11.0 11.0
14	Granite Domi Zone 14 :	71.00 Subtotal	SFR	0.19	0.56	13 13	40 40	53 53	9.0 9.0
15	Garnet Creek Zone 15 :	260.00 Subtotal	MFR	0.11	0.40	29 29	104 104	133 133	22.5 22.5
 TOTAI				• • • • • • •		177	414	591	100.0

## EXSITING PLUS APPROVED PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

#### 

#### Trip Distribution Report

#### Percent Of Trips AM CURRENT

					То	Gates					
	1	2	3	4	6	7	8	9	10	11	12
Zone						*** *** *** ***	····				
1	16.0	11.0	35.0	25.0	12.0	0.0	1.0	0.0	0.0	0.0	0.0
2	10.0	0.0	20.0	5.0	0.0	50.0	0.0	0.0	15.0	0.0	0.0
6	20.0	0.0	24.0	10.0	5.0	2.0	0.0	5.0	2.0	2.0	15.0
7	20.0	0,0	24.0	10.0	5.0	2.0	0.0	5.0	2.0	2.0	15.0
9	1.0	0.0	19.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0
12	10.0	0.0	20.0	0.0	5.0	45.0	5.0	0.0	10.0	5.0	0.0
13	5.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	9.0	0,0	17.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	9.0	0.0	14.0	10.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0
		ሞራ	Catos								
	13	14	JS	17	18						
Zone											
1	0.0	0.0	0.0	0.0	0.0						
2	0.0	0.0	0.0	0.0	0.0						
6	10.0	5.0	0.0	0.0	0.0						
7	10.0	5.0	0.0	0.0	0.0						
9	30.0	7.0	10.0	9.0	4.0						
12	0.0	0.0	0.0	0.0	0.0						
13	0.0	1.0	0.0	0.0	82.0						
14	0.0	0.0	0.0	0.0	64.0						

15 0.0 0.0 0.0 0.0 50.0

EPAP A	ЧM			F	ri Ja	n 13, 2	2017 0	7:58:	01			Page	4-1
			7	EXSI 571-0	TING 1 TLA	PLUS AF : QUARF	PROVE	D PRO SUBD	JECT IVISION	1			
					Turni:	ng Move	ment	Repor	 t				
						AM F	EAK	•					
Volume	e No	orthbo	ind	S	outhb	ound	E	astbo	und	W	estbo	und	Total
Туре	Left	Thru l	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac	cific S	St / M:	idas A	ve									
Base	27	74	9	282	112	256	81	366	22	10	290	136	1665
Added	0	5	0	20	8	22	8	23	0	0	52	30	168
Total	27	79	9	302	120	278	89	389	22	10	342	166	1833
#2 PAC	CIFIC /	GROVI	5										
Base	10	0	45	0	0	0	0	615	9	42	449	0	1170
Added	0	0	3	0	0	0	0	42	0	2	83	0	130
Total	10	0	48	0	0	0	0	657	9	44	532	0	1300
#3 PAC	FIC /	YANKEI	C HILL										
Base	0	0	0	8	0	27	60	602	0	0	464	25	1186
Added	0	0	0	0	0	0	0	45	0	0	85	0	130
Total	0	0	0	8	0	27	60	647	0	0	549	25	1316
#4 PAC	FTC AC	CESS											
Base	0	0	0	5	0	10	23	577	0	0	484	6	1105
Added	Õ	Ň	Ő	Õ	ň	0	0	45	0	0	85	0	130
Total	Ō	Ō	0	5	0	10	23	622	0	0	569	6	1235
#5 PAc	ific S	St. / Ar	nerica	n Wav									
Base	57	38	38	23	29	68	39	549	40	32	362	4	1279
Added	0	4	0	_0	12	30	10	35	0	0	55	0	146
Total	57	42	38	23	41	98	49	584	40	32	417	4	1425
#6 GRO	WE / A	COESS											
Rase	ο	46	0	Ω	52	0	Ω	0	0	0	0	0	98
Added	ň	ĩ	ů 0	ň	2	ñ	õ	Ő	ñ	0	0	0	5
Total	õ	49	0	0	54	Ő	Ő	Ő	ů	Õ	0	0	103
#7 GRA	ጥድ ዓጥ	/ CRDI	ዋ2 ዓ										
n, ono Base	20	, 0007	84	۵	<i>á</i> 1	1	n	20	1	85	29	3	321
Dade Added	20	 	Ŕ	n P	U U	ń	n n	20	ñ	10	1	n	21
Total	20	33	92	4	41	1	0	22	1	95	30	3	342
#8 Poo	klin D	d / M	Nare	94									
Raco		528 528	150	47	535	1	Ω	Ω	7	182	3	62	1520
nddod	ر م	220	1.30	-1	11	۲ ۲	20	0	11	11	0	4	1020
Total	15	530	154	48	546	4	20	0	14	193	3	66	1593
#90 DN	CTRIC	/ ₽೧೧%	T.TN D	ባልቦ									
HEE FA Raso	U Official U	, 1001		n	Ω	n	Ο	Ω	0	n	٥	0	Ω
Added	14	η	4	1	2	õ	0 0	26	7	2	72	2	137
Total	11	, 7	1	1	2	ň	0	26	7	2	72	2	137

ΕP	AP	AM Fri Jan	13,	2017	07:58:0	6			Page 5-1
		EXSITING PI 7571-01 TLA:	us Quai	APPROVI RRY RO	ED PROJ W SUBDI	ECT VISI	ON		
		Impact Leve	Ana 1 O	lysis   f Serv:	Report ice				
In	tei	rsection	Ť	Ba Del	ase / V/	τc	Future Del/ V/		Change in
#	1	Pacific St / Midas Ave	A	xxxxx	0.401	A	xxxxx 0.442	ŧ	0.041 V/C
ŧ	2	PACIFIC / GROVE	В	11.7	0.066	В	12.0 0.072	+	0.316 D/V
#	3	PACFIC / YANKEE HILL	В	10.9	0.056	В	11.4 0.060	ł	0.478 D/V
#	4	PACFIC ACCESS	В	12.3	0.022	В	13.2 0.023	ł	0.945 D/V
Ħ	5	PAcific St / American Way	A	xxxxx	0.331	A	xxxxx 0.372	ł	0.041 V/C
Ħ	6	GROVE / ACCESS	A	0.0	0.000	A	0.0 0.000	+	0.000 D/V
Ħ	7	GROVE ST / CEDAR ST	A	7.8	0.155	A	7.9 0.165	÷	0.010 V/C
#	8	Rocklin Rd / Meyers St	A	6.3	0.585	A	6.5 0.601	ł	0.016 V/C
# 2	22	PACIFIC / ROCKLIN ROAD		xxxxx	0.000	A	xxxxx 0.033	ł	0.033 V/C

EPAP AM			Fı	i Jan	13,	2017 01	7:58:0	6			Page	6-1
		,	EXSI1 7571-01	ING P	LUS A QUAR	PPROVEI RY ROW	D PROJ SUBDI	ECT VISIO	N			
			Level (	)f Ser	vice	Computa	ation	Repor	t			
C:	lrcul	ar 212	2 Plann	ing M	ethod	(Futu	re Vol	ume A	lternat	ive)	. سل سل سل .	* * * * * * * *
Intersection	#1 P	acifi	c St /	Midas	Ave							
	****	*****	*******	*****	****	~~i+i/		***** 1 /@~~	~ /V\·	*****	· · · · · · · · · · · · · · · · · · ·	*******
Loss Time (sec);	c) ·	Τſ	0			Auora	Jali VO. ⊺a Dol:	1./Udj av (ga	$p_{A}(A)$ :		V. V	442 VVV
Optimal Cycle	, .		41			Lovol	Of Se	ay (se rvice		•	~~~	2
*****	~ • • * * * * *	*****	*****	****	****	******	*****	*****	• * * * * * * *	*****	****	******
Approach:	No	rth Bo	ound	So	uth B	ound	E	ast Bo	ound	We	st Bo	ound
Movement:	· نا سسسیس		~ <u>r</u>	ن دا. سیسیت		~ K	· نز سیسیواا		K	 	· 1	
Control:	Sp	lit Pł	nase Ide	Sp.	lit P	hase	P:	rotect	ted	Pr	oteci	ted
Min Green:	٥	1 IICIC	ide A	n	rguo	re	Ω	THOTI	u ant	Ω	001	٥
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0		0 1	1.0	0 1	0 1	1.0	0 1	1 0	1 0	2	0 1
Volume Module	e: >>	Count	Date:	13 Ja	an 20	17 << â	adjuste	ed EPA	łΡ			
Base Vol:	27	74	9	282	112	256	81	366	22	10	290	136
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:	27	74	9	282	112	256	81	366	22	10	290	136
Added Vol:	0	5	0	20	8	22	8	23	0	0	52	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	79	9	302	120	278	89	389	22	10	342	166
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	79	9	302	120	0	89	389	22	10	342	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	79	9	302	120	0	89	389	22	10	342	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	79	9	302	120	0	89	389	22	10	342	166
			1									
Saturation Fl	ow Mo	dule:										
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2745	155	1450	2900	1450
Capacity Anal	.ysls	MOGUI	.e:	0 01	0 00	0.00	0.00	0 14	0 14	0 01	0 10	0 11
vor/sat:	0.02	0.05	0.01	202	0.08	0.00	0.00	0.14	0.14	0.01	171	V.II
Crit Morroet		19		202 ****			07 ****				1/1 ****	
**************************************	****	*****	*****	*****	*****	******	*****	*****	*****	*****	*****	******

EPAP AM			F	ri Jan	13,	2017 0	7:58:0	6			Page	7-1
			EXSI 7571-0	TING P 1 TLA:	LUS A QUAR	PPROVE RY ROW	D PROJ SUBDI	ECT VISIO				
									~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
2	000 H	CM IIn	Level	ur ser ized M	vice ethod	Comput (Futu	ation	kepor	t lterna	tivel		
 ***********	*****	*****	*****	*****	*****	*****	*****	*****	******	*****	*****	* * * * * * *
Intersection	#2 P	ACIFT	C / GR	OVE								
******	*****	*****	*****	*****	* * * * *	*****	*****	*****	*****	*****	****	*****
Average Dela *********	y (se	c/veh *****); ******	0.8	* * * * *	Worst *****	Case *****	Level ****	Of Se *****	rvice: *****	B[1 ****	2.0] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L ·	- T	- R	L.	- T	- R	L -	- T	- R	L	- T	- R
Control:		top S	ian	 Si	top S	ian	[] []n	contr	olled	1 Un:	contr	olled
Rights,		Thel	nqe	0	Incl	nye	011	Incl	ude	011	Incl	nde
Lanes	0	11	0 0	0 0) ()	0 0	1	0 1	1 0	1	0 2	0 0
	1	······								11		
Volume Modul	e:			11			\$ 1			11		
Base Vol:	10	0	45	0	0	0	0	615	9	42	449	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	45	0	0	0	0	615	9	42	449	0
Added Vol:	0	0	3	0	0	0	0	42	0	2	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	48	0	0	0	0	657	9	44	532	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:	10	0	48	0	0	0	0	657	9	44	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	48	0	0	0	0	657	9	44	532	0
Critical Can	Modu											
Critical Gap	ອາວັບນ. ເວັດ	187 6 5	6 0			~~~~~	~~~~~		00000	1 1	~~~~	~~~~
CITCICAL GP.	2 5	4 0	2.2	AAAAA VVVVVV	VUVV	~~~~~	AAAAA VVVVV	AAAA VVVV	VVVVV	2.2	VVVV	VVVVV
FOLIOWOPIIM.	J.J 	4.0	J.J	 						ے بے ا		
Capacity Mod	ule:											·
Cnflict Vol:	1016	1282	333	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	666	xxxx	XXXXX
Potent Cap.:	234	164	663	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	919	XXXX	XXXXX
Move Cap.:	226	156	663	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	919	xxxx	XXXXX
Total Cap:	349	280	XXXXX	305	268	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.03	0.00	0.07	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.05	XXXX	XXXX
Level Of Ser	vice 1	vodule	9:							0.0		
zway95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.2	XXXX	XXXXX
control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	9.1	XXXX	XXXXX
LUS DY Move:	т. т. Ст.	*	*	* * #3	7 100	. Dai	x T M	. 100		A T m	י מוחד -	
movement:	ĿТ	- LIK	- RT	1.1	- FLK	~ KT	11 ·	- LTK	- KT	ET .	- LIK	~ KT
Shared Cap.:	XXXX	⇒74 0.2	XXXXX	XXXX	XXXX	XXXXX	XXXX	AAAX VVVV	*****	XXXX VVVVVV	XXXX VVVV	AAAXX VVVVV
onareuQueue:	XXXXX	12 0	AXXXX	AAAAX	AAXX	AAAAA	AAAAA	AAAA	AAAAA VVVVVV	AAAAA	AAAA VVVV	AAAAA VVVVV
SHIG CONDEL:	XXXXX *	17.0	XXXXX	XXXXX	~~~×	XXXXX ↓	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*****	~~~~~ *	лллд \$	^^^X
Snarea LUS:	×	10 0	x			*		20000	~			^
who.org		12.0		X	XXXX		x	~~~~~ *		X	`YXAA'	
ApproachLUS:	* * * * * * *	***** B	*****	******	~ *****	*****	*****	*****	*****	******	*****	******
Noto, Ourse	~~~~·		a tha	number	0f	sne ne	r lanc					
**************************************	***** rehori	.eu ⊥: *****:	> 1.11€ ******	*******	UL Ce	****** ***	******	• * * * * * *	* * * * * * *	******	*****	******

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EPAP AM			F	ri Jan	13,	2017 0	7:58:0	6			Page	8-1
			EXSI 7571-0	TING P	LUS A	PPROVE	D PROJ	ECT VISIO				
								~		~ ~ ~ ~ ~ ~ ~		
			Level (Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
********	****	****	******	* * * * * *	* * * * *	*****	*****	****	*****	*****	*****	******
Intersection	1 #3 P.	ACFIC	/ YAN	KEE HI	հե Հայ		1		1.1.2.2.2.2.	. f f f d d.	and the second second	بد بد بد بد بد
******	****	- / b	******	~ ~ ~ ~ ~	* * * * *	******	*****	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*****	× × × × ×	******
Average Dela	.y (se	*****); *****	U.1 *****	****	WOTSt	case *****	***** rever	VI Se.	****** tvice:	Di 1	1.4] *******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L	~ T	~ R	L	- T	- R

Control:	S	top S	ign	S	top S	ıgn	Un	contr	olled	Un	contr	otted
Rights:	0	Incl	ude	0	inci	uae	1	Inci	uae	1	TUCT	ude
Lanes:	U I	U 1!	0 0	U.	1 0	υı	1 ·	0 1	I U	· ۲	U I	1 0
Volume Modul				11			11			11		1
Base Vol:	с. Л	n	0	8	0	27	60	602	Ω	n	464	25
Growth Adi	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 002	1 00	1 00	1 00	1 00
Initial Bse	1.00	1.00	1.00	1.00	2.00	27	60	602	2,00	1.00	464	25
Added Vol:	Ő	Ő	ň	Ő	ő	0	0	4.5	ů 0	õ	85	0
PasserByVol.	Ő	Ň	ñ	Ő	ň	õ	ň	0	0 0	Õ	0	Ő
Initial Fut:	Ő	Ő	Ň	8	õ	27	60	647	0 0	Ő	549	25
User Adi:	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 Adi:	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	8	0	27	60	647	0	0	549	25
Reduct Vol:	0	Ő	Ō	Ő	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	27	60	647	0	0	549	25
Critical Gap	Modu	le:										
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6,9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
~~~~~~~~~~~~												
Capacity Mod	1042	1241	224	1005	1220	207	574		~~~~			<b>VVVV</b> V
Detent Con :	1042	151	524	1002	154	207	005	XXXX	XXXXX	AAAA VVVV	VVVV	XXXXXX VVVVV
Move Cap :	160	142	672	200	145	710	995	~~~~	~~~~~	~~~~~	VVVV	~~~~~
Move Cap Total Can:	267	252	VVVVV	357	264	~~~~~~		****	VVVVV	XXXX	XXXX	XXXXXX
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.04	0.06	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Ser	, vice N	Module	9:									•
2Way95thQ:	XXXX	xxxx	XXXXX	XXXX	xxxx	0.1	0.2	xxxx	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	xxxxx	xxxx	10.3	8.8	xxxx	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	В	А	*	*	*	*	*
Movement:	LT ·	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	0	XXXXX	357	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	15.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	ххххх	XXXX	XXXXX
Shared LOS:	*	*	*	С	*	*	*	*	*	*	*	*
ApproachDel:	XX	KXXXX			11.4		XX	XXXXX		XX	XXXX	
ApproachLOS:		*			В			*			*	
********	****	****	******	******	*****	*****	*****	****	*****	*****	*****	******
Note: Queue **********	report	:ed i: ****	3 tne r ******	1umper ******	OI C	ars pe: *****	r 1ane	• * * * * * *	* * * * * * *	*****	****	* * * * * * *

EPAP AM			F	ri Jan	13,	2017 0	7:58:0	6			Page	9-1
			EXSI	TING P	LUS A	PPROVE	D PROJ	ECT				
			7571-0	1 TLA:	QUAR	RY ROW	SUBDI	VISIO	N 			
			Level	Of Ser	vice	Comput	ation	Repor	t.			
2	000 н	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
* * * * * * * * * * * *	*****	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * *	*****	* * * * *	******
Intersection ******	#4 P. ****	ACFIC ****	ACCES * * * * * *	S *****	*****	*****	*****	*****	*****	*****	* * * * *	* * * * * * *
Average Dela ******	y (se ****	c/veh ****	): *****	0.3 *****	*****	Worst *****	Case *****	Level ****	Of Se *****	rvice:	B[ 1 ****	3.2] ******
Approach: Movement:	No L	rth B - T	ound - R	So [°] L	uth B - T	ound - R	E L	ast B - T	ound - R	L L	est B - T	ound - R
Control:	s.	top S	ian	5. S.	top S	ian	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude	5	Incl	ude	~**	Incl	ude		Incl	ude
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1 (	0 1	10
						-					~ ~ ~	
Volume Modul	e:											
Base Vol:	0	0	0	5	0	10	23	577	0	0	484	6
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	5	0	10	23	577	0	0	484	6
Added Vol:	0	0	0	0	0	0	0	45	0	0	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	10	23	622	0	0	569	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:	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	5	0	10	23	622	0	0	569	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	10	23	622	0	0	569	6
Critical Gap	Modu	le:										
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Mod	ule:											
Cnflict Vol:	953	1243	311	929	1240	288	575	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	214	173	685	266	174	709	994	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	207	169	685	262	170	709	994	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.01	0.02	xxxx	XXXX	XXXX	XXXX	XXXX
												!
Level Of Ser	vice N	Module	е:									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.7	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	0	XXXXX	XXXX	452	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	ххххх	XXXX	XXXXX	XXXXX	13.2	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	В	*	*	*	*	*	*	*
ApproachDel:	X	XXXXX			13.2		X2	XXXXX		X	<xxxx< td=""><td></td></xxxx<>	
ApproachLOS:		*			В			*			*	
*********	* * * * * *	*****	*****	******	*****	******	******	*****	*****	******	*****	******
Note: Queue : ******	report	ced i: *****	s the 1 *****	number ******	0Í Cá *****	ars pe *****	r lane. ******	*****	*****	*****	*****	*****

i.

ЕРАР АМ			Fı	ci Jan	13,	2017 07	7:58:0	б		I	Page 1	10-1
			EXSI1 7571-01	TING P	lus a Quar	PPROVEI RY ROW	) PROJ SUBDI	ECT VISIO	N			
			Level (	)f Ser	vice	Computa	ation 1	Repor	t			
C:	ircul.	ar 21 *****	2	ning M	ethod *****	(Futu) ******	re Vol:	ume A	lternat ******	ive) *****	****	* * * * * * *
Intersection	#5 P/	Acifi ****	c St / ******	Ameri	can W *****	ay ******	*****	* * * * * *	* * * * * * *	*****	****	******
Cycle (sec):		1	00			Critic	cal Vo	l./Cap	p.(X):		0.3	372
Loss Time (se	ec):		0			Averaç	je Dela	ay (se	ec/veh)	:	XXXX	XXX
Optimal Cycle	▶★ <del>* * *</del> 3:		36		*****	Level	Of Se:	rvice	* * * * * * * *	*****	*****	A * * * * * * *
Approach:	No:	rth B	ound	SO	uth B	ound	Ea	ast Bo	ound	We	est Bo	ound
HOVENELL.		1			1						L • •••• ••• ••• •	
Control: Rights:	P:	rotec [.] Incl	ted ude	P	rotec Incl	ted ude	P	rotect Inclu	ted ude	Pr	otect Inclu	Ide
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (	0 0	1 0	1 (	0 (	1 0	1 (	D 1	1 0	. 1 0	) 1	1 0
Volume Module	 > •											
Base Vol:	57	38	38	23	29	68	39	549	40	32	362	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:	57	38	38	23	29	68	39	549	40	32	362	4
Added Vol:	0	4	0	0	12	30	10	35	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	42	38	23	41	98	49	584	40	32	417	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:	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:	57	42	38	23	41	98	49	584	40	32	417	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	42	38	23	41	98	49	584	40	32	417	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:	57	42	38	23	41	98	49	584	40	32	417	4
Saturation Fl					** #** *** #** ***							
Sat/Lane:	1450	1450	. 1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	0.52	0.48	1.00	0.29	0.71	1.00	1.87	0.13	1.00	1.98	0.02
Final Sat.:	1450	761	689	1450	428	1022	1450	2714	186	1450	2872	28
												!
Capacity Anal	ysis	Modul	Le:			0 10	0 00	0 00	0.00	0.00	0 1 5	0 15
Vol/Sat:	0.04	0.06	0.06	0.02	0.10	0.10	0.03	0.22	0,22	0.02	0.15	0.15
Crit Volume:	57				139			312		32		
Crit Moves:	****	ا ا. راي را	و اد دار او او او او	ا. ان ات ان ان ان ان	****	••••	دددد	****	·*****	***** ****	****	- * * * * * * * *
^ ^ Z Z X X X X X X X X X X X X X X X X				~ × X X X X			~ ~ ~ ~ ~ ~ 7			~ ^ ^ X X X		

EPAP AM			F	ri Jan	13,	2017 0	7:58:0	6		]	Page	12-1
			EXSI	TING P	LUS A	PPROVE	D PROJ	ECT				
			7571-0	1 TLA:	QUAR	RY ROW	SUBDI	VISIO	N			
			Level (	Of Sor	vica	Comput:	ation	Renor	+			
	2000 F	ICM 4	-Way S	ton Me	thod	(Future	acron a Volu	me Al	c ternat	ivel		
********	* * * * * * *	****	******	******	*****	******	******	*****	******	******	****	******
Intersection	#7 GF *****	ROVE	ST / CI	EDAR S' *****	T * * * * *	******	*****	****	* * * * * * *	*****	*****	******
Cvcle (sec):		1	00			Critic	cal Vo	1./Ca	p.(X):		0.	165
Loss Time (s	ec):		0			Avera	qe Del	ay (s	ec/veh)	:		7.9
Optimal Cycl	e:		0			Level	Of Se	rvice	:			А
********	*****	****	******	*****	* * * * *	*****	*****	* * * * *	******	*****	*****	******
Approach:	Nor	th B	ound	So	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	L -	- T	- R	$\mathbf{L}$ .	- T	R	$\mathbf{L}$	- T	- R	L -	- T	- R
Control:	St	op Si	ign	S	top S	ign	S	top S.	ign	St	op S:	Lgn
Rights:	~	Inci	ude	0	Incl	ude	0	incf	ude	0	Inci	ae o
Min. Green:	0 0	0 1 1 1		0	0 11	0 0	0	u n n	1 0	0 0	0 1 1	0 0
Lanes:	1		0 0								·	
Volume Module	9.1 2					1	ŧ I			1		I
Base Vol:	20	33	84	4	41	1	0	20	1	85	29	3
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	33	84	4	41	1	0	20	-	85	29	3
Added Vol:	0	0	8	0	0	0	0	2	0	10	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	33	92	4	41	1	0	22	1	95	30	3
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:	20	33	92	4	41	1	0	22	1	95	30	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	33	92	4	41	1	0	22	1	95	30	3
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	33	92	4	41	1	0	22	1	95	30	3
Saturation Fl	Low Mo	dule		1 00		1 00		1 00	1 00	1 0.0	1 00	1 00
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:	0.14	0.23	0.63	0.09	0,89	0.02	0.00	0.96	0.04	0.75	100	0.02
Final Sat.:	121	200	557	60	699	±/	0	740		575	102	10
Capacity Apa	l	Modu	ا اه۱	1			1		,	1		
Vol/Sat:	0 17	0.17	0.17	0.06	0.06	0.06	xxxx	0.03	0.03	0.17	0.17	0.17
Crit Moves:	0.17	****	0111	0.00	****	0100		****	0.00	<b>v</b> . <i>±</i> /	****	0111
Delav/Veh:	7.7	7.7	7.7	7.7	7.7	7.7	0.0	7.6	7.6	8.3	8.3	8.3
Delav Adi:	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	7.7	7.7	7.7	0.0	7.6	7.6	8.3	8.3	8.3
LOS by Move:	А	A	A	A	A	A	*	A	A	A	А	A
ApproachDel:		7.7			7.7			7.6			8.3	
Delay Adj:		1.00			1,00			1.00			1.00	
ApprAdjDel:		7.7			7,7			7.6			8.3	
LOS by Appr:		A			А			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2
***********	*****	****	******	******	****	* * * * * * *	*****	*****	******	******	*****	*****
Note: Queue 1 ************	ceport *****	ed 19 *****	s the r ******	umber *****	OI C:	ars per ******	: iane. *****	•	*****	*****	*****	*****

EPAP PM

#### Fri Jan 13, 2017 08:04:41

## EXSITING PLUS APPROVED PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

Scenario Report

Scenario: EPAP PM

Command:	Default Command
Volume:	EPAP PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PM PEAK
Trip Distribution:	CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

#### EXSITING PLUS APPROVED PROJECT

#### 7571-01 TLA: QUARRY ROW SUBDIVISION

#### 

#### Trip Generation Report

#### Forecast for PM PEAK

Zone #	Subzone Ame	unt Unite	Rate	Rate	Trips	Trips	Total	% Of Total
					.4.11			
1	The Summitt 11	5.00 SFR	0.65	0.36	75	41	116	15.0
	Zone i Subt	Utat	* * 4 2 2 2 7 4 4 4 4		15	4 L	110	10.0
2	Avalon 7 Zone 2 Subt	9.00 SFR otal	0.65	0.36	51 51	28 28	79 79	10.2 10.2
6	PARK PLACE N 7 Zone 6 Subt	6.00 sfr otal	0.63	0.37	48 48	28 28	76 76	9.8 9.8
7	PARK PLACE S 6 Zone 7 Subt	6.00 SFR otal	0.63	0.37	42 42	24 24	66 66	8.5 8.5
9	BRIGHTON 7 Zone 9 Subt	5.00 SFR otal	0.63	0.37	47 47	28 28	75 75	9.7 9.7
12	Granite Terr	0.00 condo	0.40	0.22	0	0	0	0.0
12	Zone 12 Sub	total	• • • • • • • • • • • •		26	16	42	5.4
13	ROCKLIN AUDI 3 Zone 13 Sub	4.00 AUDI total	1.05	1,55	36 36	53 53	89 89	$\begin{array}{c} 11.5\\ 11.5\end{array}$
14	Granite Domi 7 Zone 14 Sub	1.00 SFR total	0.63	0.37	45 45	26 26	71 71	9.2 9.2
15	Garnet Creek 26 Zone 15 Sub	0.00 MFR total	0.40	0.22	104 104	57 57	161 161	20.8
TOTAI	L	1			474	301		100.0

# EXSITING PLUS APPROVED PROJECT

7571-01 TLA: QUARRY ROW SUBDIVISION

#### Trip Distribution Report

#### Percent Of Trips CURRENT

					То	Gates					
	1	2	3	4	5	6	7	8	9	10	11
Zone		··· ·- ·									
1	9 0	1 0	18 0	11 0	10 0	8 0	9 0	14 0	6.0	0.0	0.0
2	10.0	0.0	20.0	11.0	10.0	0.0	55 0	14.0	0.0	10.0	5.0
к К	20.0	0.0	24 0	5.0	0.0	0.0	20.0	0.0	5.0	20.0	2.0
7	20.0	0.0	24.0	5.0	0.0	0.0	2.0	0.0	5.0	2.0	2.0
q	1 0	0.0	10 0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
12	10 0	0.0	20.0	0.0	0.0	0.0	55 0	0.0	0.0	10.0	5.0
13	5.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0
1.5	9.0	0.0	17 0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	9.0	0.0	14 0	4.0	0.0	0.0	0.0	0.0	0.0	17 0	0.0
1.0	9.0	0.0	14.0	4.0	0.0	0.0	0.0	0.0	0,0	17.0	0.0
				To Gat	es						
	12	13	14	15	16	17	18	19			
Zone		*** *** *** *** ***									
1	0.0		<b>a a</b>		<i>c</i> 0			~ ~			
1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0			
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
7	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
9	0.0	43.0	7.0	10.0	0.0	9.0	9.0	0.0			
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
13	0.0	0.0	1.0	0.0	0.0	0.0	82.0	0.0			
14	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0			
15	0.0	0.0	0.0	0.0	0.0	0.0	56.0	0.0			

EPAP PM Fri Jan 13, 2017 08:04:41									Page 4-1				
			7	EXSI 571-0	TING 1 TLA	PLUS AE : QUARF	PROVE Y ROW	D PRO SUBD	JECT IVISION	1			
** *** -** *** **	** *** *** *** *** **	*	*** *** *** *** ***		 Furni	ng Move	ment	Repor	 t				alle oler ann den dan Alle den
						PM E	'EAK						
Volume	e No	orthbou	und	S	outhb	ound	E	astbo	und	W	estbo	und	Total
Туре	Left	Thru E	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac	cific S	St / Mi	idas A	ve									
Base	10	61	9	206	28	176	277	497	18	9	501	302	2094
Added	0	3	0	16	2	11	20	59	0	0	39	14	164
Total	10	64	9	222	30	187	297	556	18	9	540	316	2258
#2 PAC	CIFIC /	GROVE	E										
Base	12	0	34	0	0	0	0	653	15	37	745	0	1496
Added	0	0	3	0	0	0	0	75	0	3	53	0	134
Total	12	0	37	0	0	0	0	728	15	40	798	0	1630
#3 PAC	CFIC /	YANKEE	S HILL										
Base	8	0	1	26	0	55	22	658	8	16	721	11	1526
Added	0	0	0	0	0	0	0	78	0	0	57	0	135
Total	8	0	1	26	0	55	22	736	8	16	778	11	1661
#4 PAC	FIC AC	CESS											
Base	0	0	0	0	0	0	3	691	0	0	743	0	1437
Added	0	0	0	0	0	0	0	78	0	0	57	0	135
Total	0	0	0	0	0	0	3	769	0	0	800	0	1572
#5 PAc	cific S	t / An	merica	n Way									
Base	129	49	64	7	21	46	39	524	109	77	573	9	1647
Added	0	23	0	0	13	17	29	49	0	0	40	0	171
Total	129	72	64	7	34	63	68	573	109	77	613	9	1818
#6 GRO	DVE / A	CCESS											
Base	0	46	0	0	52	0	0	0	0	0	0	0	98
Added	0	3	0	0	3	0	0	0	0	0	0	0	б
Total	0	49	0	0	55	0	0	0	0	0	0	0	104
#7 GRO	VE ST	/ CEDA	AR ST										
Base	2	10	49	2	9	0	1	10	1	46	20	6	156
Added	0	0	6	0	0	0	0	2	1	_5	3	0	17
Total	2	10	55	2	9	0	1	12	2	51	23	6	173
#8 Roc	klin R	d / Me	eyers a	St									
Base	17	898	139	47	872	1	4	0	15	84	0	24	2101
Added	21	13	14	5	11	10	11	1	8	9	3	3	109
Total	38	911	153	52	883	11	15	1	23	93	3	27	2210
#22 PA	CIFIC	/ ROCK	LIN R	DAC									
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	11	3	9	2	5	0	0	68	17	8	40	1	164
Total	11	3	9	2	5	0	0	68	17	8	40	1	164

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to kdANDERSON TRANSP.

FDAD DM

#### Fri Ja n 13, 2017 08•04•41

EPAP PM Fri Ja	6	Page 5-1	
EXSITING 7571-01 TLA	PLUS APPROVED PROJI : QUARRY ROW SUBDI	ECT VISION	
Impac Le	t Analysis Report vel Of Servíce		
Intersection	Base Del/ V/	Future Del/ V/	Change in
# 1 Pacific St / Midas Ave	LOS Ven C A xxxxx 0,548	LOS Ven C A xxxxx 0.588	+ 0.040 V/C
# 2 PACIFIC / GROVE	B 12.5 0.051	B 13.1 0.059	+ 0.561 D/V
# 3 PACFIC / YANKEE HILL	C 18.0 0.097	C 19.6 0.107	+ 1.540 D/V
# 4 PACFIC ACCESS	A 9.2 0.003	A 9.4 0.004	+ 0.213 D/V
<pre># 5 PAcific St / American Way</pre>	A xxxxx 0.407	A xxxxx 0.444	+ 0.038 V/C
# 6 GROVE / ACCESS	A 0.0 0.000	0.0 0.00 A	+ 0.000 D/V
# 7 GROVE ST / CEDAR ST	A 7.2 0.085	A 7.3 0.094	+ 0.010 V/C
# 8 Rocklin Rd / Meyers St	C 17.7 0.899	C 22.2 0.947	+ 0.048 V/C
# 22 PACIFIC / ROCKLIN ROAD	xxxxx 0.000	A xxxxx 0.039	+ 0.039 V/C

EPAP PM         Fri Jan 13, 2017 08:04:46         Page								6-1				
EXSITING PLUS APPROVED PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION												
aya tuu aay aya aya aya tuu aya tuu yuu yuu kuu kuu ku			Level C	)f Ser	vice	Computa	tion	Repor	t			
C:	ircul	ar 21	2 Plann	ing M	ethod	(Futur	e Vol	ume A	lternat	ive)	• بله بله بله بله بله	* • • • • • • • •
Intersection	#1 P	acifi	c St /	Midas	Ave							
*********	****	****	******	*****	****	******	*****	*****	* * * * * * *	*****	* * * * *	******
Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0.5	588
Loss Time (se	Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx											
Optimal Cycle: 55 Level Of Service: A									А			
*******	***************************************									******		
Approach: North Bound South Bound East Bound West Bound												
Movement:	• تا ا	- T	~ K	· بل	~ T	- K	ь. Т	- 1.	- R	ц -	~ T	- K
Control:	Sn'	lit P	hase	Sp	1it P	nase	P	rotect	ed	1P1	roteci	ted
Rights: Include Ignore Include Ovl												
4in. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
Y+R:	Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0											
Lanes:	Lanes: $1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 1 \ 0 \ 0$										0 1	
Volume Module	e: >>	Count	t Date:	13 Ja	an 201	17 << a	djust	ed epa	ар			
Base Vol:	10	61	9	206	28	176	277	497	18	9	501	302
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	61	9	206	28	176	277	497	18	9	501	302
Added Vol:	0	3	0	16	2	11	20	59	0	0	39	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	64	9	222	30	187	297	556	18	9	540	316
User Adj:	1.00	1.00	1.00	1.00	1.00	0,00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	64	9	222	30	0	297	556	18	9	540	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	64	9	222	30	0	297	556	18	9	540	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	64	9	, 222	30	0	297	556	18	, 9	540	316
Coturation P		dulo					1			1		
Saturation F	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.	1450	1450	1450	1450	1450	1450	1450	2809	91	1450	2900	1450
	*****											
Capacity Anal	lysis	Modu	le:			,	-		•			·
Vol/Sat:	0.01	0.04	0.01	0,15	0.02	0.00	0.20	0.20	0.20	0.01	0.19	0.22
Crit Volume:		64		222			297				270	
Crit Moves:		* * * *		* * * *			****				****	
*********	*****	*****	* * * * * * *	*****	*****	******	*****	*****	* * * * * *	*****	*****	******

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EXSITING PLUS APPROVED FROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION           Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative)           Intersection #2 PACIFIC / GROVE           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         Vorst Case Level Of Service: B[ 13,1]           Average Delay (sec/veh):         0.6         0.0           Output:         Noth Bound East Bound West Bound Include           Noth Bound South Bound Include         Include           Include         Include           Include         Include           O 0         0	EPAP PM			F	ri Jan	13,	2017 0	8:04:4	6			Page	7-1
Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Method (Future Volume Alternative) Method (Future Volume Alternative) Method (Service: B[ 13.1] Merage Delay (sec/veh): 0.6 Worst Case Level Of Service: B[ 13.1] Merage Delay (sec/veh): 0.6 Uncontrolled East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Names I - 10 0 0 0 0 0 0 1 1 1 0 1 0 2 0 0 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Names I - 10 0 0 0 0 0 0 0 1 1 1 0 1 0 2 0 0 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Names I - 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				EXSI 7571-0	TING P 1 TLA:	LUS A QUAR	PPROVE RY ROW	D PROJ SUBDI	ECT VISIO	 N			
2000 HCM Unsignalized Method (Future Volume Alternative)         Intersection #2 PACIFIC / GROVE         Warage Delay (sec/veh):       0.6         Worage Delay (sec/veh):       0.6         Movement:       L - T - R         L - T - R       L - T - R         Control:       Stop Sign         Stop Sign       Uncontrolled         Include       Include         Include       Include         Sases Vol:       12       0         O       0       0       0       0         Sases Vol:       12       0       3       0       0       0       0         Sases Vol:       0       0       0       0       0       0       0       0       0         Sases Vol:       0       0       0       0       0       0       0       0       0       0         Sases Vol:       10       0       0				Level	of Ser	vice	 Comput	ation	 Repor	 t			
Intersection #2 PACIFIC / GROVE         Warage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.1]         Warage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.1]         Warage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.1]         Warage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.1]         Warage Delay (sec/veh):       0.6       Include       Include         Data Delay (sec/veh):       0.6       Include       Include         Data Delay (sec/veh):       0.6       Include       Include         Data Delay (sec/veh):       0.0       0.0       1.0       1.0       1.0       2.0       0         Control:       Stop Sign       Stop Sign       Uncontrolled       Include       Include       Include         Colume Module:       Sase Vol:       12       0       34       0       0       0       653       15       37       745       0         Soroth Adj:       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       1.00       1.00       1.00       1.00	2	2000 HCM Unsignalized Method (Future Volume Alternative)											
Intersection #2 PACIFIC / GROVE         Wverage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.]         Wverage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.]         Wverage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.]         Wverage Delay (sec/veh):       0.6       Worst Case Level Of Service: B[ 13.]         Wverage Delay (sec/veh):       1.0       T T R       L T R         Control:       L - T R       L T R       L T R         Control:       Stop Sign       Uncontrolled       Uncontrolled         Mights:       Include       Include       Include         Lanes:       0       0.10       1.0       1.0       1.0       2.0         Joume Module:       Sase vol:       0       0       0       0.0       1.00       1.00       1.00       1.00         Sase vol:       0       0       0       0       0       0.0       0       0       0       0         Sase vol:       0       0       0       0       0       0.0       0       0       0       0         Sase vol:       0       0       0       0       0       0       0 </td <td>* * * * * * * * * * * *</td> <td colspan="9">******</td>	* * * * * * * * * * * *	******											
Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13.1]           Average Delay (sec/veh):         0.6         Worst Case Level Of Service: B[ 13.1]           Approach:         North Bound         South Bound         East Bound         West Bound           Approach:         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         L         D         L         D         L         D <td>Intersection</td> <td>#2 P</td> <td>ACIFI</td> <td>C / GR</td> <td>OVE</td> <td>ىلە بار بار بار</td> <td>باد باد باد باد باد</td> <td>ما بار باز بار بار</td> <td>ور وار وار وار وار</td> <td>an an an an an an an</td> <td>standin aka ata ata ata</td> <td>ىلەر بىلەر بەر بەر</td> <td>ىك بىلەرىك بىلەر بىلەر</td>	Intersection	#2 P	ACIFI	C / GR	OVE	ىلە بار بار بار	باد باد باد باد باد	ما بار باز بار بار	ور وار وار وار وار	an an an an an an an	standin aka ata ata ata	ىلەر بىلەر بەر بەر	ىك بىلەرىك بىلەر بىلەر
Approach:         North Bound         South Bound         East Bound         West Bound           dovement:         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         L         -         T         -         R         -         T         -         R         -         T         -         R         L         -         T         -         R         -         T         -         R         -         T         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         -         T         R         R         T         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R         R	Average Dela	y (se	c/veh	): 	0.6	****	Worst	Case	Level	Of Se	rvice:	B[ 1	3.1]
Approach.       Note in bound       Double       Dou	Approach	No	rth R	ound	• • • • • • • • • •	uth R	ound	*****	201 B	ound	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	aet R	ound
Control:       Stop Sign       Stop Sign       Uncontrolled       Uncontrolled       Include       Include <thede< th="">       Include       Incl</thede<>	Movement:	L	- T	- R	L	- T	- R	L 	- T	- R	L -	- T	- R
Rights:       Include       Include       Include       Include       Include       Include       Include       Include         Lanes:       0       0       1       0       0       0       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0 <td< td=""><td>Control:</td><td>l S'</td><td>top S</td><td>ian</td><td>+ i S'</td><td>top S</td><td>ian</td><td>ា ប្រ</td><td>contr</td><td>olled</td><td>บท</td><td>contr</td><td>olled</td></td<>	Control:	l S'	top S	ian	+ i S'	top S	ian	ា ប្រ	contr	olled	บท	contr	olled
Lanes:       0       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0 <td>Rights:</td> <td>~</td> <td>Incl</td> <td>ude</td> <td>-</td> <td>Incl</td> <td>nde</td> <td>0.00</td> <td>Incl</td> <td>ude</td> <td>0.11</td> <td>Incl</td> <td>ude</td>	Rights:	~	Incl	ude	-	Incl	nde	0.00	Incl	ude	0.11	Incl	ude
Jolume Module:         Jolume Module:         Jase Vol:       12       0       34       0       0       0       653       15       37       745       0         Jase Vol:       12       0       34       0       0       0       653       15       37       745       0         Jase PAdj:       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Lanes:	0	0 1!	0 0	0	0 0	0 0	1	0 1	1 0	1 (	0 2	0 0
Yolume Module:       34       0       0       0       653       15       37       745       0         Sase Vol:       12       0       34       0       0       0       653       15       37       745       0         Srowth Adj:       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       1.00       1.00       1.00       1.00       1.00       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td></td><td> </td><td></td><td></td><td>   </td><td></td><td></td><td>  ]</td><td></td><td></td><td></td><td></td><td></td></t<>								]					
Base Vol:       12       0       34       0       0       0       653       15       37       745       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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	Volume Modul	e:									. ,		
Browth Adj:       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       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       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       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       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       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       1.00       1.00       1.00       1.00 <td>Base Vol:</td> <td>12</td> <td>0</td> <td>34</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>653</td> <td>15</td> <td>37</td> <td>745</td> <td>0</td>	Base Vol:	12	0	34	0	0	0	0	653	15	37	745	0
Initial Bse:       12       0       34       0       0       0       653       15       37       745       0         Added Vol:       0       0       3       0       0       0       75       0       3       53       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Growth Adj:</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td></t<>	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
Added Vol:       0       0       3       0       0       0       75       0       3       53       0         PasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	Initial Bse:	12	0	34	0	0	0	0	653	15	37	745	0
CasserByVol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>Added Vol:</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>75</td><td>0</td><td>3</td><td>53</td><td>0</td></t<>	Added Vol:	0	0	3	0	0	0	0	75	0	3	53	0
Initial Fut:       12       0       37       0       0       0       728       15       40       798       0         Isser Adj:       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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00 <td>PasserByVol:</td> <td>0</td>	PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Jser Adj:       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       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       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       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       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       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       1.00       1.00       1.00       1.00	Initial Fut:	12	0	37	0	0	0	0	728	15	40	798	0
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       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       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       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       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       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00	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 Volume:       12       0       37       0       0       0       728       15       40       798       0         Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	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
Reduct Vol:       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td< td=""><td>PHF Volume:</td><td>12</td><td>0</td><td>37</td><td>0</td><td>0</td><td>0</td><td>0</td><td>728</td><td>15</td><td>40</td><td>798</td><td>0</td></td<>	PHF Volume:	12	0	37	0	0	0	0	728	15	40	798	0
FinalVolume:       12       0       37       0       0       0       728       15       40       798       0         Critical Gap Module:       0       0       0       728       15       40       798       0         Critical Gap Module:       0       0       0       728       15       40       798       0         Critical Gap Module:       0       3.3       xxxxx xxxx xxxx xxxx xxxx xxxx xxxx       4.1       xxxx xxxx xxxx         ColorDy Module:       0       3.3       xxxx xxxx xxxx xxxx xxxx xxxx       2.2       xxxx xxxx         ColorDy Cap:       174       103       626       xxxx xxxx xxxx xxxx xxxx       743       xxxx xxxx         ColorDy:       1215       1614       372       xxxx xxx xxxx xxxx xxxx xxxx xxxx       860       xxxx xxxx         ColorDy:       174       103       626       xxxx xxxx xxxx xxxx xxxx xxxx xxxx xx	Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: Critical Gap Module: Critical Gp: 6.8 6.5 6.9 xxxxx xxxx xxxx xxxx xxxx xxxx 4.1 xxxx xxxx	FinalVolume:	12	0	37	0	0	0	0	728	15	40	798	0
Critical Gp:       6.8       6.5       6.9       xxxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Critical Gan	Modu											
FollowUpTim:       3.5       4.0       3.3       xxxxx       xxxxx       xxxxx       xxxxx       2.2       xxxx       xxxxx       xxxxx       2.2       xxxx       xxxxx       xxxxx       2.2       xxxx       xxxx       xxxxx       xxxx	Critical Gp:	6.8	6.5	6.9	xxxxx	XXXX	*****	*****	xxxx	XXXXX	4.1	xxxx	*****
Capacity Module: Capacity Module: Cnflict Vol: 1215 1614 372 xxxx xxxx xxxx xxxx xxxx xxxx 743 xxxx xxxx	FollowUpTim:	3.5	4.0	3.3	XXXXXX	XXXX	XXXXXX	*****	XXXX	XXXXXX	2.2	XXXX	XXXXXX
Capacity Module:         Cnflict Vol: 1215 1614       372       xxxx xxxx xxxx xxxx xxxx xxxx       743       xxxx xxxx         Potent Cap.:       174       103       626       xxxx xxxx xxxx       xxxx xxxx       860       xxxx xxxx         Move Cap.:       168       98       626       xxxx xxxx       xxxx xxxx       xxxx       xxxx       xxxx       xxxx         Colal Cap:       298       218       xxxx       223       210       xxxx       xxx													
Chflict Vol: 1215 1614       372       xxxx xxxx xxxx xxxx xxxx xxxx xxxx       743 xxxx xxxx         Potent Cap.:       174       103       626       xxxx xxxx xxxx xxxx xxxx xxxx       860 xxxx xxxx         Move Cap.:       168       98       626       xxxx xxxx xxxx xxxx xxxx xxxx       860 xxxx xxxx         Yotal Cap:       298       218 xxxx       223       210 xxxxx xxxx xxxx xxxx xxxx xxxx xxxx	Capacity Mod	ule:											
Potent Cap.:       174       103       626       xxxx xxxx xxxx xxxx xxxx xxxx xxxx xx	Cnflict Vol:	1215	1614	372	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	743	XXXX	XXXXX
Move Cap.:       168       98       626       xxxx xxxx xxxx xxxx xxxx xxxx xxxx xx	Potent Cap.:	174	103	626	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	860	XXXX	XXXXX
Cotal Cap:       298       218       xxxx       223       210       xxxx       xxxxx       xxxx       xxxxx       xxxx       xxxx       xxxxx       xxxx       xxxx       xxxx       xxxx       xxxxx       xxxxx       xxxx       xxxx <td>Move Cap.:</td> <td>168</td> <td>98</td> <td>626</td> <td>XXXX</td> <td>XXXX</td> <td>XXXXX</td> <td>XXXX</td> <td>XXXX</td> <td>XXXXX</td> <td>860</td> <td>XXXX</td> <td>XXXXX</td>	Move Cap.:	168	98	626	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	860	XXXX	XXXXX
Yolume/Cap:       0.04       0.00       0.06       xxxx xxxx       xxxx xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxx       xxxxx       xxxx       xxxx       <	Fotal Cap:	298	218	XXXXX	223	210	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Jevel Of Service Module: Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	Volume/Cap:	0.04	0.00	0.06	XXXX	XXXX	XXXX		XXXX	XXXX	0.05	XXXX	XXXX
Wey95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x			••••••••••••••••••••••••••••••••••••••										
May 50 Ling.XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX <td>Level UI Serv Swargstho.</td> <td>vice (</td> <td>voaule</td> <td>51</td> <td>*******</td> <td>VVVVI</td> <td></td> <td></td> <td></td> <td></td> <td>0 1</td> <td></td> <td></td>	Level UI Serv Swargstho.	vice (	voaule	51	*******	VVVVI					0 1		
Jost Jost Jost Jost Jost Jost Jost Jost	cwaysolny: Control Dol.	AAXA	XXXX	AAAAA	AAAA VVVVVV	AAAA	VVVVVV	XXXX VVVVV	AAAA VVVV	VVVVVV	0.1	VVVV	AAAAA VVVVV
AdditionAdditionAdditionAdditionAdditionMovement:LT - LTR - RTLT - LTR - RTLT - LTR - RTLT - LTR - RTShared Cap.:xxxx493xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx<	LOG by Morro :	~~~~×	~~~×	*****	*****	~~~×	*	*	~~~~ *	*****	2.4 N	****	*****
Bit	Movement:	ייי ד.חי	- T 40 P	~	ן די -	- 1.mp	- pጥ	ርጥ -	- LTP	- pm	רא דיד -	q.m.1	- рт
Shared Queue:xxxxx 0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx	Shared Can	, 11T	703	XXXXAA 1/1	~~~~~	AXXX TIT	XXXXX VI	<u>лт</u> ХХХХ	XXXXX	***	- 11 - 11	XXXX	XXXXX
Shrd ConDel:xxxxx 13.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx	SharedOueue.	~~~~	222	XXXXXX	XXXXXX	****	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXXX
Shared LOS: * B * * * * * * * * * * * * * * * * *	Shrd ConDel	XXXXX	13 1	XXXXX	XXXXXX	XXXXX	XXXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXX	XXXXX
ApproachDel: 13.1 xxxxxx xxxxxx xxxxxx xxxxxx ApproachLOS: B * * * * ****************************	Shared LOS.	*****	т.Э.Т В	*	*	*	*	*	*	*	*	*	->->-> *
ApproachLOS: B * * * * ****************************	ApproachDel ·		13 1		¥1	XXXXX		× 1	<xxxy< td=""><td></td><td>× v</td><td>(XXXY</td><td></td></xxxy<>		× v	(XXXY	
Note: Queue reported is the number of cars per lane.	Approachioer		7. C T		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	****		~*	*****		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	*	
lote: Queue reported is the number of cars per lane.	***********	*****	0 *****	*****	******	*****	*****	*****	*****	*****	* * * * * * *	****	*****
	Note: Queue	report	ted is	s the r	number	of ca	ars per	r lane.					

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EPAP PM			F	ri Jan	13,	2017 0	8:04:4	6			Page	8-1
			EXSI	TING P	LUS A	PPROVE	D PROJ	ECT				
			/5/1-0	I TLA:	QUAR	RY ROW	SUBDI	VISIO	N 			
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
******	* * * * *	****	*****	*****	* * * * *	* * * * * *	*****	*****	*****	* * * * * * *	* * * * *	******
Intersection ********	#3 P. *****	ACFIC ****	/ YANI *****	KEE HI *****	LL *****	*****	*****	* * * * *	*****	*****	* * * * *	******
Average Dela *******	y (se *****	c/veh *****	): ******	1.0 *****	* * * * *	Worst *****	Case *****	Level ****	Of Se *****	rvice: ******	C[ 1 ****	9.6] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L ·	- T	- R	L	- T	- R	L	- T	~ R	L -	- T	- R
Control·	 C.	tone	ian		top 9	ian	[] []n.	oontr		[]		olled
Piante:	5	Thel	udo	C)	Tpcl	ndo ndo	011	Tnol	ude	UII	Tach	nge
Lanes:	0	11 ()	0 0	0 ·	1 0	0 1	1	1	1 0	1 (	) 1	1 0
				11			· · · ·	~	******	11	/ I	
Volume Module	: :						2 1			, 1		I
Base Vol:	8	0	1	26	0	55	22	658	8	16	721	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:	8	0	1	26	0	55	22	658	8	16	721	11
Added Vol:	0	0	0	0	0	0	0	78	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	1	26	0	55	22	736	8	16	778	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:	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:	8	0	1	26	0	55	22	736	8	16	778	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	0	1	26	0	55	22	736	8	16	778	11
Critical Gap	Modu.	le:										
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	 رام،											
Capacity Mount	1205	1605	372	1228	1604	305	789	~~~~	~~~~~	744	~~~~	~~~~
Potent Can :	140	10/	625	134	105	605	827	VVVV	VVVVV	250	XXXXX	~~~~~
Move Cap :	123	100	625	130	100	605	827	XXXX	*****	859	VVVV	XXXXXX
Total Can:	238	216	VVVVV	243	218	XXXXX	****	XXXX	XXXXXX	××××	XXXX	XXXXXX
Volume/Cap:	0.03	0.00	0.00	0.11	0.00	0.09	0.03	XXXX	XXXX	0.02	XXXX	XXXX
Level Of Serv	vice N	vodule	э:									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.3	0.1	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	xxxx	XXXX	xxxxx	XXXXX	xxxx	11.5	9.5	XXXX	XXXXX	9.3	xxxx	XXXXX
LOS by Move:	*	*	*	*	*	В	A	*	*	А	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	XXXX	256	XXXXX	243	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	<xxxx< td=""><td>0.1</td><td>XXXXX</td><td>0.4</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td></xxxx<>	0.1	XXXXX	0.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	xxxx	19.6	XXXXX	21.6	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	×	С	*	C	*	*	*	*	*	*	*	*
ApproachDel:		19.6			14.8		XX	xxxx		XX	xxxx	
ApproachLOS:		С			В			*			*	
*******	*****	*****	*****	*****	*****	* * * * * * *	* * * * * * * *	*****	******	******	* * * * *	*****
Note: Queue 1	ceport	ted 1:	s the r	number	of ca	ars pei	r lane.	*****	******	******	****	******

EPAP PM			F	'ri Jan	13,	2017 0	8:04:4	6			Page	9-1	
			EXSI 7571-0	TING P 1 TLA:	LUS A QUAR	PPROVE RY ROW	D PROJ SUBDI	ECT VISIO	N				
	Level Of Service Computation Report												
2 ******	000 H	CM Un ****	signal *****	ized M *****	ethod *****	(Futu *****	re Vol	ume A ****	lterna *****	tive) *****	*****	******	
Intersection	#4 P	ACFIC	ACCES	S + + + + + + + +	****	*****	*****	****	******	*****	****	*****	
Average Dela	y (se	c/veh ****	): ******	0.0	****	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	A[ *****	9.4] ******	
Approach: Movement:	No: L	rth B - T	ound - R	So L	uth B - T	ound - R	E	ast B - T	ound - R	W L	est B - T	ound - R	
Control:	S	top S	ign	S	top S	ign	Uncontrolled			Un	Uncontrolled		
Lanes:	0	1  ncr	ude 0 0	0 0	1  ncl	uae 00	1	1  ncr	uae 1 0	1	1  1	ude 1 0	
Volume Modul Base Vol:	e: 0	0	0	0	0	0	3	691	0	0	743	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	0	0	0	0	0	3	691	0	0	743	0	
Added Vol:	0	0	0	0	0	0	0	78	0	0	57	0	
PasserByVol:	0	0	0	0	0	U	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	3	769	0	1 00	800	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	
PHE Adj:	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	0	3	769	0	0	800	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	U	
FinalVolume:	, 0	0	U		U	U	3	769	0		800	U,	
Critical Gap	Modu	le:					. 1						
Critical Gp:	5.8 Э г	0,5	0.9 2 2	0.0 ว ะ	6.5	0.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	
FOLIOWOPIIM:	3.3 	4.0	ۍ.د 	3.5 	4.0	3.3 	2.2		XXXXX	XXXXX 			
Capacity Mod	ule:											·	
Cnflict Vol:	1175	1575	385	1191	1575	400	800	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Potent Cap.:	185	109	614	180	109	600	819	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Move Cap.:	184	108	614	180	108	600	819	XXXX	XXXXX	XXXX	XXXX	XXXXX	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	XXXX	XXXX	XXXX	XXXX	XXXX	
Lovel Of Sor	Vice N	Andula									~		
2Wav95thO·	AAAAA	vvvv		****	xxxx	*****	0.0	xxxx	XXXXX	XXXX	XXXX	*****	
Control Del.	VXXXX	××××	XXXXX	VVVVV	VVVV	XXXXXX	94	****	XXXXXX	*****	XXXX	XXXXXX	
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*	
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	- RT	
Shared Cap.:	XXXX	0	XXXXX	XXXX	0	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: ApproachLOS:	XX	××××× *		XX	xxxxx *		XX	<xxxx *</xxxx 		XX	xxxx *		
*****	*****	*****	*****	******	****	******	******	*****	******	*****	*****	*****	
ote: Queue reported is the number of cars per lane.													

EPAP PM			F	ri Jan	13,	2017 08	3:04:4	6			Page	10-1
			EXSI: 7571-01	ring p 1 TLA:	LUS A QUAR	PPROVEI RY ROW	) PROJ SUBDI	ECT VISIO	N			
and the sub and for the sole out the true to the out of		446 - 446 - 446 - 446	Level (	Of Ser	vice	Computa	ation	Repor	 t			
C:	ircul	ar 21	2 Plann	ning M	ethod	(Futu)	ce Vol	ume A	lternat	ive)	ىلە بىلە يەت بىلە بىلە	ىلەر بەر بار بار بەر بەر بەر
Intersection	#5 P.	Acifi	c St /	Ameri	can W	ay	*****	*****	* * * * * * * *			
**********	* * * * *	*****	* * * * * * * *	*****	*****	******	*****	*****	* * * * * * *	*****	*****	******
Cycle (sec):	~ <i>~</i> \ .	1	0			Critic	cal vo.	1./Caj	p.(X):		υ.	444
Optimal Cycle: (1) Level Of Service: A									λ ΑΑ Ν			
*****		*****	4 * * * * * * *	*****	*****	76AGT	OL 06.	*****	• * * * * * * *	*****	* * * * *	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Approach: North Bound South Bound East Bound West Bound									ound			
Hovement.					*	- r 	1	- 1 	- 1			
Control:	P	rotec	ted	P	rotec	ted	P:	rotec	ted	• P:	rotec	ted
Rights: Include Include Include Include												
MIN. Green:	4 0	4 0	4 0	4 0	u ⊿n	4 0	4 0	4 0	4 0	4 0	4 0	10
Lanos:	4.0	4.U 1 0	1 0	4.0	4.U 0 0	1 0	4.0	4.0 1 1	4.0 1 0	4.0	4.0 1 1	1 0
	+ 					}		······································		· · · ·		
Volume Module	e:		•	•		•	•		1	1		,
Base Vol:	129	49	64	7	21	46	39	524	109	77	573	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:	129	49	64	7	21	46	39	524	109	77	573	9
Added Vol:	0	23	0	0	13	17	29	49	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	72	64	7	34	63	68	573	109	77	613	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:	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:	129	72	64	7	34	63	68	573	T03	11	613	9
Reduct Vol:	100	0	0	0	0	0	0	0	100	0	0	U
Reduced Vol:	129	1 00	1 00	1 00	34	1 00	1 00	5/3	109	1 00	013	1 00
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 AUJ: FinalVolumou	120	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100	1.00	613	T.00
rinarvorume:	129			1		1				1		1
Saturation Fl	LOW Mo	odule:	៖ ا	3		ŧ	1		1	1		3
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	0.53	0.47	1.00	0.35	0.65	1.00	1.68	0,32	1.00	1.97	0.03
Final Sat.:	1450	768	682	1450	508	942	1450	2437	463	1450	2858	42
** *** ** ** ** ** ** ** ** **												
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.09	0.09	0.09	0.00	0.07	0.07	0.05	0.24	0.24	0.05	0.21	0.21
Crit Volume:	129				97			341		77		
Crit Moves:	****				****			****		****		
***********	* * * * * *	*****	* * * * * * *	*****	* * * * * * *	* * * * * * *	*****	* * * * * *		*****	*****	* * * * * * *

EPAP PM			F	ri Jan	13,	2017 0	8:04:4	6			Page	12-1
			EXSI 7571-0	TING P TLA:	LUS A QUAR	PPROVEI RY ROW	D PROJ SUBDI	 ECT VISIO				*** *** *** *** *** *** ***
						~~~~~	ar ana ana nio ana nio					
	2000	ном и	-Way Si	JI Ser	vice	Computa (Future	ation - Volu	Repor	t ternet	(avi		
*****	****	*****	*****	*****	*****	*****	5 VOIU *****	*****	******	******	****	* * * * * * *
Intersection	ntersection #7 GROVE ST / CEDAR ST						ىلە بىلەر بىلە بىلە بىلە	ىلە بىلە بىلە بىلە	*******	* * * * * * *	*****	******
Cucle (sec) ·	* * * * *	1 1	^^^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^		*****	Critic		1 /Ca	~~~~~~~ ~ (V)•	~ ~ ~ ~ ~ ~ ~	Λ. Λ	^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^
Loss Time (sec).	ec):	Ĩ	0			Avera	ie Del	av (s	ec/veh):	0.	7.3
Optimal Cycl	e:		õ			Level	Of Se	rvice	:			A
*****	*****	*****	*****	*****	* * * * *	*****	*****	*****	******	*****	****	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L	- T	- R	\mathbf{L}	— Т	- R	\mathbf{L}	- т	- R	L ·	- T	- R
		~~ ~~ ~~ ~~ ~~			··· ··· ··· ··· ···							
Control:	S	top S	ign	S	top S	ign	S	top S	ign	St	top S	ign
Rights:	0	Incl	ude	0	Incl	ude	0	Incl	ude	0	Incl	ude
Min. Green:	0	0 11	0	0	U 1	0	0	0	0	0	U 0 1 1	0 0
Lanes:	1	0 1!	0 0	0	1 0	0 0	U	U I:	0 0	U (U 11	0 0
Volume Modula	۵.						1			1 }		!
Base Vol:	2	10	49	2	9	0	1	10	1	46	20	6
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:	2	10	49	2	9	0	1	10	1	46	20	6
Added Vol:	0	0	6	0	0	0	0	2	1	5	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	10	55	2	9	0	1	12	2	51	23	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:	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:	2	10	30	2	9	0	1	12	2	1C	23	0
Reduct VOI: Reduced Vol:	2	10	55	2	0 Q	0	1	12	2	51	23	6
PCE Adi:	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 Adi:	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:	2	10	55	2	9	0	1	12	2	51	23	6
							1					
Saturation F	low Mo	odule	:									
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:	0.03	0.15	0.82	0.18	0.82	0.00	0.07	0.80	0.13	0.64	0.29	0.07
Final Sat.:	29	143	788	151	680	U	57	689	115	540	244	64
Coposity Apa		Modul	 101						(
Vol/Sat:	0 07	0 07	0 07	0 01	0 01	XXXX	0.02	0.02	0 02	0 09	0.09	0.09
Crit Moves:	0107	****	0107	0.01	****		0.02	****	0,02	****	0.05	0.00
Delay/Veh:	6.9	6.9	6.9	7.3	7.3	0.0	7.2	7.2	7.2	7.6	7.6	7.6
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:	6.9	6.9	6.9	7.3	7.3	0.0	7.2	7.2	7.2	7.6	7.6	7.6
LOS by Move:	А	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:		6.9			7.3			7.2			7.6	
Delay Adj:		1.00			T.00			1.00			1.00	
Appraujuer:		ש. ט ת			5. / ۳			/. L N			7.0 T	
AllWayAygO,	0 1	0 1	0 1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
***********	*****	~• ± * * * * * *	· · · · · · · · · · · · · · · · · · ·	*****	*****	******	*****	*****	******	*****	****	*****
Note: Queue :	report	ted i: *****	s the n	umber *****	of c:	ars per ******	lane.	*****	*****	*****	*****	*****

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EPAP AM

EPAP PLUS QUARRY ROW

7571-01 TLA: QUARRY ROW SUBDIVISION

Scenario: EPAP AM

Scenario Report

Command:	Default Command	
Volume:	EPAP AM	
Geometry:	EXISTING	
Impact Fee:	Default Impact Fee	
Trip Generation:	AM PEAK	
Trip Distribution:	AM CURRENT	
Paths:	NO CLOVER	
Routes:	Default Route	
Configuration:	Default Configuration	
EPAP AM	Sat Jan 14, 2017 06:47:31	Page 2-1
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	EPAP PLUS QUARRY ROW 7571-01 TLA: QUARRY ROW SUBDIVISION	
	Trip Generation Report	

Forecast for AM PEAK

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
			and way and the set and the set of the set of the set of the set	Mat have this inner some same					
1	The Summitt Zone 1	115.00 Subtotal	SFR	0.19	0.56	22 22	64 64	86 86	$13.5 \\ 13.5$
2	Avalon Zone 2	79.00 Subtotal	SFR	0.19	0.56	15 15	44 44	59 59	9.2 9.2
6	PARK PLACE N Zone 6	76.00 Subtotal	sfr 	0.19	0.56	$\begin{array}{c} 14\\ 14\end{array}$	43 43	57 57	8.9 8.9
7	PARK PLACE S Zone 7	66.00 Subtotal	SFR	0.19	0.56	13 13	37 37	50 50	7.8 7.8
9	BRIGHTON Zone 9	75.00 Subtotal	SFR	0.19	0.56	14 14	42 42	56 56	8.8 8.8
10	QUARRY ROW Zone 10	64.00 Subtotal	sfr	0.19	0.56	12 12	36 36	48 48	7.5 7.5
12 12	Granite Terr Granite Terr Zone 12	0.00 42.00 Subtotal	condo SFR	0.13 0.19	0.39 0.56	0 8 8	0 24 24	0 32 32	0.0 5.0 5.0
13	ROCKLIN AUDI Zone 13	34.00 Subtotal	AUDI	1.44	0.48	49 49	16 16	65 65	10.2 10.2
14	Granite Domi Zone 14	71.00 Subtotal	SFR	0.19	0.56	13 13	40 40	53 53	8.3 8.3
15	Garnet Creek Zone 15	260.00 Subtotal	MFR	0.11	0.40	29 29	104 104	133 133	20.8 20.8
TOTAI	·	1		* * * * * * * * * *	7 4 7 6 b 1 1 1	189	450	639	100.0

EPAP PLUS QUARRY ROW

7571-01 TLA: QUARRY ROW SUBDIVISION

Trip Distribution Report

Percent Of Trips AM CURRENT

				То	Gates					
1	2	3	4	6	7	8	9	10	11	12
			v			*****				
16.0	11.0	35.0	25.0	12.0	0.0	1.0	0.0	0.0	0.0	0.0
10.0	0.0	20.0	5.0	0.0	50.0	0.0	0.0	15.0	0.0	0.0
20.0	0.0	24.0	10.0	5.0	2.0	0.0	5.0	2.0	2.0	15.0
20.0	0.0	24.0	10.0	5.0	2.0	0.0	5.0	2.0	2.0	15.0
1.0	0.0	19.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0
0.0	0.0	20.0	10.0	8.0	32.0	0.0	0.0	0.0	5.0	0.0
10.0	0,0	20.0	0.0	5.0	45.0	5.0	0.0	10.0	5.0	0.0
5.0	0,0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	0.0	17.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	0.0	14.0	10.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0
		To Gat	es							
13	14	15	17	18	19					
			~~							
0.0	0.0	0.0	0.0	0.0	0.0					
0.0	0.0	0.0	0.0	0.0	0.0					
10.0	5.0	0.0	0.0	0.0	0.0					
10.0	5.0	0.0	0.0	0.0	0.0					
30.0	7.0	10.0	9.0	4.0	0.0					
0.0	5.0	5.0	5.0	5.0	5.0					
0.0	0.0	0.0	0.0	0.0	0.0					
0.0	1.0	0.0	0.0	82.0	0.0					
0.0	0.0	0.0	0.0	64.0	0.0					
0.0	0.0	0.0	0.0	50.0	0.0					
	1 16.0 10.0 20.0 20.0 1.0 0.0 10.0 5.0 9.0 9.0 9.0 13 13 0.0 0.0 10.0 10.0 0.0 0.0 0.0 0	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	To Gates 1 2 3 4 6 7 8 16.0 11.0 $35.0 \ 25.0 \ 12.0 \ 0.0 \ 1.0 \ 10.0 \ 0.0 \ 20.0 \ 5.0 \ 0.0 \ 50.0 \ 0.0 \ 20.0 \ 0.0 \ 24.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 20.0 \ 0.0 \ 24.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 20.0 \ 1.0 \ 0.0 \ 19.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 1.0 \ 1.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 1.0 \ 1.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 1.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 1.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 1.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 10.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 10.0 \ 10.0 \ 5.0 \ 2.0 \ 0.0 \ 10.0 \ 5.0 $	To Gates 1 2 3 4 6 7 8 9 16.0 11.0 $35.0 25.0 12.0 0.0 1.0 0.0$ 10.0 0.0 20.0 5.0 0.0 50.0 0.0 50 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 1.0 0.0 19.0 10.0 5.0 0.0 0.0 0.0 0.0 0.0 20.0 10.0 8.0 32.0 0.0 0.0 10.0 0.0 20.0 0.0 5.0 45.0 5.0 0.0 5.0 0.0 10.0 2.0 0.0 0.0 0.0 0.0 9.0 0.0 17.0 10.0 0.0 0.0 0.0 0.0 9.0 0.0 14.0 10.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0 0.0 0.0 0.0 10.0 5.0 5.0 5.0 5.0 5.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 5.0 5.0 5.0 5.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 5.0 5.0 5.0 5.0 5.0 0.0	To Gates 1 2 3 4 6 7 8 9 10 16.0 11.0 35.0 25.0 12.0 0.0 1.0 0.0 0.0 10.0 0.0 20.0 5.0 0.0 50.0 0.0 0.0 15.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 2.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 2.0 1.0 0.0 19.0 10.0 5.0 0.0 0.0 0.0 0.0 0.0 0.0 20.0 10.0 8.0 32.0 0.0 0.0 0.0 10.0 0.0 20.0 10.0 8.0 32.0 0.0 0.0 0.0 10.0 0.0 20.0 10.0 8.0 32.0 0.0 0.0 0.0 10.0 0.0 10.0 2.0 0.0 0.0 0.0 0.0 0.0 9.0 0.0 17.0 10.0 0.0 0.0 0.0 0.0 0.0 9.0 0.0 14.0 10.0 0.0 0.0 0.0 0.0 17.0 To Gates 13 14 15 17 18 19 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 5.0 5.0 5.0 5.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 5.0 5.0 5.0 5.0 0.0	To Gates 1 2 3 4 6 7 8 9 10 11 16.0 11.0 35.0 25.0 12.0 0.0 1.0 0.0 0.0 0.0 10.0 0.0 20.0 5.0 0.0 50.0 0.0 0.0 15.0 0.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 2.0 2.0 20.0 0.0 24.0 10.0 5.0 2.0 0.0 5.0 2.0 2.0 1.0 0.0 19.0 10.0 5.0 0.0 0.0 0.0 0.0 5.0 0.0 0.0 20.0 10.0 8.0 32.0 0.0 0.0 0.0 5.0 10.0 0.0 20.0 0.0 5.0 45.0 5.0 0.0 10.0 5.0 5.0 0.0 10.0 2.0 0.0 0.0 0.0 0.0 0.0 0.0 9.0 0.0 17.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 9.0 0.0 14.0 10.0 0.0 0.0 0.0 0.0 17.0 0.0 To Gates 13 14 15 17 18 19 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0 0.0 0.0 0.0 0.0 10.0 5.0 0.0

EPAP A	М			Sa	at Ja	n 14, 2	2017 0	6:47:	31			Page	4-1
				571-0	EPAP 1 TLA	PLUS (UARRY	ROW SUBD	IVISION	1			
					l'urnii	ng Move AM P	ement PEAK	Repor	t				
Volume	No	orthbo	und	S	outhbo	ound	E	astboi	und	W	estbou	und	Total
Туре	Left	Thru l	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac	ific S	St / M:	idas A	ve									
Base	27	74	9	282	112	256	81	366	22	10	290	136	1665
Added	0	5	0	22	8	22	8	26	0	0	63	37	191
Total	27	79	9	304	120	278	89	392	22	10	353	173	1856
#2 PAC	IFIC	/ GROVI	3										
Base	10	0	45	0	0	0	0	615	9	42	449	0	1170
Added	17	0	3	0	0	0	0	46	2	2	83	0	153
Total	27	0	48	0	0	0	0	661	11	44	532	0	1323
#3 PAC	FTC /	YANKEI	2 8TLL										
Base	110 / Λ	n n	0	8	Ω	27	60	602	n	Ω	464	25	1186
Addad	0 0	ň	ñ	0	ň	<i>ر</i> آ	0	19	Ň	0 0	85	0	134
Total	0	Ő	0	8	Ő	27	60	651	Ő	Ő	549	25	1320
#4 PAC	FTC AC	CESS											
Base	2 2 0 II. N	0	0	5	Ο	10	23	577	0	0	484	6	1105
Addad	ň	ň	о Я	ñ	ñ	0	0	45	ې ۲	ž	85	Ő	144
Total	0	0	8	5	0	10	23	622	3	3	569	6	1249
#5 PAC	ific (st / An	nerica	n Wav									
Baco	57 57	20 20	10011CA	11 may 23	20	68	30	5/9	40	32	362	A	1279
Nddad	ມ ມ) (/	0	رے 0	10	20	10	12		ےد ۱	57	÷ ۱	157
Total	57	42	38	23	41	98	49	592	41	32	419	4	1436
#6 GRON	VR / Z	CCRSS											
Base	·ມ ,	46	Ο	ń	52	0	Ω	0	0	0	0	Ω	98
Dade	0	3	1	2	2	ň	n	ñ	n N	11	ň	17	20
Total	0	49	4	2	54	0	0	0	Ő	11	0	17	137
#7 GROV	VE ST	/ CEDI	AR ST										
Raen	-10 C1	, 0001	84	А	A 1	1	Ω	20	1	85	29	3	321
addod	20	 0	11	r A	 	ň	ں 0	دی ۲	Ω.	10	2	ດ 	35
Total	20	33	95	4	41	1	0	23	1	104	31	3	356
#8 Bool	klin E	d / Me	vors	91									
Base	0 0	528	150	A7	535	1	Ω	Ω	3	182	3	62	1520
Dabe Nddad	ر م	320		، د 1	16	3	20	n	11	18	ñ	4	88
Total	15	531	156	48	551	4	20	Õ	14	200	3	66	1608

EΡλ	₹₽	AM Sat Jan 1	4,	2017 (06:4	47:35					Page 5-	-1
		EPAP PL 7571-01 TLA: Q	US UAI	QUARRI RRY ROI	Y RO W SU)W JBDIVI	SI	ON				
		Impact A Level	na] Of	lysis I E Serv:	Repo ice	ort						
Int	:er	rsection		Ba Del,	ase /	V/		Fut Del,	cure / V/		Chang in	Je
#	1	Pacific St / Midas Ave	L(A	xxxxx xxxxx	0.4	C . 101 <i>i</i>	LOS A z	s Ven KXXXX	0.447	ł	0.046	V/C
Ħ	2	PACIFIC / GROVE	В	11.7	0.0)66 1	в	13.5	0.078	ł	1.836	D/V
#	3	PACFIC / YANKEE HILL	В	10.9	0.0)56 1	в	11.4	0.060	ł	0.482	D/V
#	4	PACFIC ACCESS	В	12.3	0.0)22 1	В	14.4	0.023	ŧ	2.065	D/V
Ħ	5	PAcific St / American Way	A	xxxxx	0.3	331 2	A۵	xxxx	0.376	÷	0.044	V/C
Ħ	6	GROVE / ACCESS	A	0.0	0.0	000	A	8.9	0.017	ł	8,855	D/V
Ħ	7	GROVE ST / CEDAR ST	A	7.8	0.1	.55 1	A	8.0	0.179	+	0.023	v/c
#	8	Rocklin Rd / Meyers St	A	6.3	0.5	585 <i>1</i>	A	6.6	0.603	ŧ	0.019	v/c

EPAP AM			Sa	ıt Jan	14,	2017 0	6:47:3	5			Page	6-1
			7571-01	EPAP TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
			Level ()f Ser	vice	Computa	ation	Report	 t			
C:	ircul	ar 212 *****	2	ning M	ethod ****	(Futu)	re Vol	ume A.	lternat ******	cive)	*****	******
Intersection	#1 P ****	acifi *****	c St / ******	Midas ****	Ave *****	******	*****	*****	* * * * * * *	*****	****	*****
Cycle (sec):		1	00			Critic	cal Vo	1./Cap	o.(X):		0.	447
Loss Time (se	ec):		0			Averaç	je Del	ay (se	ec/veh)	;	XXX	XXX
Optimal Cycle	9:		41			Level	Of Se	rvice	:			A
*********	*****	*****	******	*****	* * * * *	*****	*****	*****	******	*****	* * * * *	******
Approach:	NO.	rth Bo	ound	So	uth B	ound	E.	ast Bo	ound	We	est B	ound
Movement:	· بلا ۱۰۰۰۰۰۰۰۰	- T	- K	· ــــ	1.	~ R	· با	- T	~ K	ц	- T	- K
Control	 9n	1 1 + DI	 1280	 Sn	14+ 0	haeo	0	rotoci	 -od	 D1	rotog	Fod
Rights:	JP.	Tncli	102C 190	JP.	Tano	ro	Г.	Incli	ide	£	Owl	LEU
Min. Green:	0	11101	0	0	19110	0	0	111010	0	0	0	0
Y+R:	4.0	4.Ŭ	4.0	4.0	4.0	4.Õ	4.0	4.0	4.0	4.Õ	4.0	4.0
Lanes:	1 0) 1	0 1	1 0	0 1	0 1	1 (0 1	1 0	1 () 2	0 1
							1					
Volume Module	e: >>	Count	: Date:	13 Ja	an 201	17 << a	djust	ed EPA	ΑP			
Base Vol:	27	74	9	282	112	256	81	366	22	10	290	136
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:	27	74	9	282	112	256	81	366	22	10	290	136
Added Vol:	0	5	0	22	8	22	8	26	0	0	63	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	79	9	304	120	278	89	392	22	10	353	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	79	9	304	120	0	89	392	22	10	353	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	79	9	304	120	0	89	392	22	10	353	173
PCE Adj:	1.00	1.00	1.00	1.00	1,00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1,00	1.00	1.00	1.00
FinalVolume:	21	-79	9.	304	120	0	, 89	392	22	, 10	353	173
Saturation Fi	LOW 140	aute:	1450	1450	1 4 5 0	1450	1450	1450	1460	1450	1460	1450
Sat/Lane:	1450	1450	1400	1400	1450	1 00	1400	1400	1 00	1 00	1 00	1 00
Aujustment:	1 00	1.00	1 00	1 00	1 00	1 00	1 00	1 80	0 11.	1 00	2 00	1 00
Final Cat .	1450	1450	1450	1450	1450	1450	1450	2746	154	1450	2900	1450
Linai Jat.;	T400		1	1400		1400 I 400	1	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	**** ~~~~~	1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.00
Capacity Anal	vsis	Modul	e:			i	,			,		1
Vol/Sat:	0.02	0.05	0.01	0.21	0.08	0,00	0,06	0.14	0.14	0.01	0.12	0.12
Crit Volume:		79	···-	304			89				177	
Crit Moves:		* * * *		****			****				* * * *	
******	*****	*****	******	****	*****	* * * * * * *	* * * * * *	*****	*****	******	*****	*****

EPAP AM			S	at Jan	14,	2017 0	6:47:3	5			Page	7-1
and the last of the set of the last of the last of			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
			Level	Of Ser	vice	Comput	ation	 Repor	t .			
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
* * * * * * * * * * * *	****	* * * * *	*****	*****	*****	* * * * * *	*****	****	* * * * * *	* * * * * *	*****	* * * * * * *
Intersection	#2 P	ACIFI	C / GR	OVE								
* * * * * * * * * * * *	****	* * * * *	*****	*****	* * * * *	* * * * * *	*****	* * * * *	* * * * * *	*****	* * * * *	******
Average Dela *****	y (se *****	c/veh ****): *****	1.1 *****	* * * * *	Worst *****	Case :	Level *****	Of Se *****	rvice:	B[1 ****	3.5] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L ·	- T	- R	L ·	- T	- R	L	- T	- R	Ľ.	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Une	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 1!	0 0	0	0 0	0 0	1	0 1	1 0	1 1	02	0 0
Volume Modul	e:			•		<u> </u>	~		0			0
Base Vol:	10	0	45	0	0	0	0	615	9	42	449	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	45	0	0	0	0	615	9	42	449	0
Added Vol:	17	0	3	0	0	0	0	4.6	2	2	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	48	0	0	0	0	661	11	44	532	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:	27	0	48	0	0	0	0	661	11	44	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	. 27	0	48	0	0	0	0	661	11	44	532	0
Quiltinal Com	1	1										
Critical Gap	moau.	ie:	6.0							4 1		UUUUU
Critical Gp:	0.0	6.5	0.7	*****	XXXX	XXXXX	~~~~~	XXXX	NUGUY	4.1	AAAA VVVV	VVVVV
FOTTOMODITU:	3.0 I	4.0	J.J	 	~~~~	~~~~~		~~~~~	*****	۲۰۶ ۱۱۰۰۰۰	~~~~	
Capacity Mod	ule:			1			1			1 1		1
Cnflict Vol:	1021	1287	336	xxxx	XXXX	XXXXX	XXXX	XXXX	XXXXX	672	XXXX	XXXXX
Potent Cap.:	233	163	660	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	915	XXXX	XXXXX
Move Cap.:	224	155	660	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	915	XXXX	XXXXX
Total Cap:	347	279	XXXXX	305	266	XXXXX	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX
Volume/Cap:	0.08	0.00	0.07	XXXX	XXXX	XXXX	XXXX	xxxx	XXXX	0.05	xxxx	XXXX
]					
Level Of Ser	vice N	Module	9;									
2Way95thQ:	xxxx	xxxx	XXXXX	XXXX	xxxx	XXXXX	XXXX	XXXX	XXXXX	0.2	XXXX	XXXXX
Control Del:	xxxxx	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX	9.1	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	*	*	*	А	*	*
Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	– RT	LT ·	- LTR	- RT
Shared Cap.:	XXXX	498	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.5	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	13.5	XXXXX	ххххх	XXXX	XXXXX	XXXXX	XXXX	XXXXX	ххххх	XXXX	XXXXX
Shared LOS:	*	В	*	*	*	*	*	*	×	*	*	*
ApproachDel:		13.5		XX	XXXXX		X	KXXXX		XX	XXXXX	
ApproachLOS:		В			*			*			*	
* * * * * * * * * * * *	*****	* * * * *	*****	******	****	* * * * * *	******	* * * * *	* * * * * * *	* * * * * * * *	****	******
Note: Queue *******	report	ted i: *****	s the 1 ******	number *****	01 Ci *****	ars pe: ******	r lane ******	* * * * * *	*****	* * * * * * *	* * * * *	* * * * * * *

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EPAP AM			S	at Jan	14,	2017 0	6:47:3	6			Page	8-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	visio				
			Lowol	of cor	 wi aa	~ Comput		 Donon				
2	000 н	CM Un	signal	ized M	ethod	Futu (Futu	re Vol	ume A	L lterna	tive)		
* * * * * * * * * * * *	* * * * *	* * * * *	*****	* * * * * *	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * *
Intersection	#3 P/	ACFIC ****	/ YAN	KEE HI *****	LL * * * * *	* * * * * *	*****	* * * * *	* * * * * *	*****	****	* * * * * *
Average Dela	y (sea	c/veh *****): ******	0.7	****	Worst *****	Case *****	Level *****	Of Se *****	rvice:	B[1	1.4] *****
Approach: Movement:	No: L -	rth B - T	ound - R	So L	uth B - T	ound - R	E L	ast B - T	ound - R	We L -	est B - T	ound - R
Control: Rights:	S	top S Incl	ign ude	S	top S Incl	ign ude	Un	contr Incl	olled ude	Unc	contro Incl	olled ude
Lanes:	0 (0 1!	0 0	0	10	0 1	1	0 1	1 0	1 () 1	1 0
					~ ~ ~ ~ ~						~	
volume Module	91	~	~	0	0	47	<i>c</i> ^	C00	^	~	ACA	0 F
Base Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 002	1 00	1 00	404	1 00
Growth Adj:	1.00	T.00	T.00	1.00	T.00	T.00	1.00	T.00	1.00	T.00	1 . UU	7.00 T'00
Initial Bse:	0	U	U	8	0	21	60	602	0	0	404	25
Added Vol:	0	0	U	0	0	0	0	49	0	0	00	0
PasserByvol:	0	0	0	0	0	0	60	661	0	0	540	25
unicial ful;	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
USEL AUJ:	1.00	1 00	1,00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PHE Volumot	1.00	1.00	1,00	00.1 1.00	1.00	2.00	1.00	451	1.00	1.00	549	25
Paduat Volume:	0	0	0	0	0	27	00	0.01	0	0	0	2.5
FinalVolume:	0	0	0	8	0	27	60	651	0	Ő	549	25
Critical Gap	Modu.	Le:	C 0	<i>с</i> 0	<i>с</i>	C 0	r 1					
Critical Gp:	1.0	0.0	0.9	0.0 2 5	0.0	۲, ט ר ר	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FOTTOMODITM:	3.3	4.0	3.3	3.0	4.0	5.5	6.6	XXXX	XXXXX	XXXXX }	~~~~	~~~~~
Capacity Modu	1			11-1-1-1			11			11		
Capacity Hour	1046	1345	326	1007	1333	287	574	××××	*****	XXXX	****	xxxxx
Potent Can :	183	150	670	237	153	710	995	XXXX	XXXXXX	XXXX	xxxx	XXXXXX
Move Can '	168	141	670	226	144	710	995	XXXX	XXXXX	XXXX	xxxx	XXXXX
Total Cap:	266	251	XXXXX	356	263	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0,00	0.00	0.00	0.02	0.00	0.04	0.06	XXXX	XXXX	XXXX	xxxx	XXXX
Level Of Serv	vice N	Modul	э:									
2Way95thQ:	xxxx	XXXX	XXXXX	XXXX	XXXX	0.1	0.2	XXXX	ххххх	XXXX	XXXX	XXXXX
Control Del:>	<xxxx< td=""><td>XXXX</td><td>xxxxx</td><td>xxxxx</td><td>XXXX</td><td>10.3</td><td>8.8</td><td>xxxx</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td></xxxx<>	XXXX	xxxxx	xxxxx	XXXX	10.3	8.8	xxxx	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	В	А	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	XXXX	0	XXXXX	356	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:>	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:>	<xxxx< td=""><td>XXXX</td><td>XXXXX</td><td>15.3</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td><td>XXXXX</td><td>XXXX</td><td>XXXXX</td></xxxx<>	XXXX	XXXXX	15.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	С	*	*	*	*	*	*	*	*
ApproachDel:	XX	XXXXX			11.4		XX	XXXXX		XX	XXXX	
ApproachLOS: *************	*****	* * * *	*****	*****	B *****	*****	* * * * * * *	* *****	*****	******	*	******
Nota: Ouere	renort	i har	s the r	umber	of	ars ne	r lane					
*************	******	*****	1 ******	******	*****	******	******	*****	*****	*****	*****	*****

EPAP AM			S	at Jan	14,	2017 0	6:47:3	6			Page	9-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO				
				of cor		Comput						
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
*******	*****	*****	* * * * * *	* * * * * *	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * * *
Intersection ******	#4 P. ****	ACFIC * * * * *	ACCES * * * * * *	S *****	* * * * *	*****	*****	****	*****	*****	* * * * *	* * * * * * *
Average Dela ******	y (se *****	c/veh *****): *****	0.4 *****	****	Worst *****	Case :	Level ****	Of Se *****	rvice: ******	B[1 ****	4.4] ******
Approach: Movement:	No: L	rth B - T	ound - R	So L	uth B - T	ound - R	E L	ast B - T	ound - R	We L ·	est Bo - T	ound - R
Control:	S	top S	ian	11 S'	top S	ian	[][]n	contr	olled	Li Una	contro	olled
Rights:	~	Incl	ude	~	Incl	ude		Incl	ude		Incl	ude
Lanes:	0	9 O	0 1	0	0 1!	0 0	1	0 1	1 0	1 () 1	1 0
** *** *** *** *** *** *** *** *** ***							[]					
Volume Module	е:											
Base Vol:	0	0	0	5	0	10	23	577	0	0	484	б
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	5	0	10	23	577	0	0	484	6
Added Vol:	0	0	8	0	0	0	0	45	3	3	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	5	0	10	23	622	3	3	569	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
PHE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE VOlume:	0	0	8	5	0	10	23	622	3	3	269	0
Reduct Vol:	0	0	U 0	0	0	10	22	623	U 2	0	560	0 6
rinaivoiume:	U 1	U	0	J 11			2.5	022			505	
Critical Gan	Modu	ا ه •		ŧ			11			11		
Critical Gnes	enouu. exxxx	XXXX	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	XXXXX
FollowUpTim:	*****	XXXX	3.3	3.5	4.0	3.3	2.2	XXXX	xxxxx	2.2	xxxx	XXXXX
							1					
Capacity Modu	le:						. ,					
Cnflict Vol:	xxxx	XXXX	313	935	1249	288	575	XXXX	xxxxx	625	xxxx	XXXXX
Potent Cap.:	XXXX	XXXX	683	220	172	709	994	XXXX	XXXXX	952	xxxx	XXXXX
Move Cap.:	XXXX	XXXX	683	213	167	709	994	XXXX	XXXXX	952	XXXX	XXXXX
Volume/Cap:	XXXX	XXXX	0.01	0.02	0.00	0.01	0.02	XXXX	XXXX	0.00	XXXX	XXXX
Level Of Serv	vice N	iodul	ə:				.					
2Way95thQ:	XXXX	XXXX	0.0	XXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del:>	XXXXX	XXXX	10.3	XXXXX	XXXX	XXXXX	8.7	XXXX	XXXXX	8.8	XXXX	XXXXX
LUS by Move:	*	* 7 m r	В	* T #1	* 1 mm	* 1747	A T m	- T m T	* ma	A	יד יווח ד	_ pm
movement:	г.г	- LTR	- KT	P.L	- PLK	- KT	LT.	- PIK	- KI	1.1	· LTK	- KI
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	399 0 1	XXXXX	XXXX	XXXX YVVV	XXXXX VVVVV	XXXX	XXXX VVVV	XXXXX VVVVV
Shrd Confal .	AAAAA VVVVV	XXXX VVVV	XXXXX VVVVV	AAAAA VVVVV	14 A	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	*****
Shared LOS+	* *	^^^^ *	*	^^^^ *	4 1 R	*	*	*	*	*	*	*
AnnroachDel.		10 3			14.4		X	<***		x y	(XXXX	
ApproachLOS		10.J			R		~~~~	*		457	*	
***********	* * * * * *	****	* * * * * * *	*****	*****	*****	*****	*****	*****	*****	*****	******
Note: Queue 1	report	ced i:	s the 1	number	of ca	ars pe: *****	r lane	*****	*****	******	*****	******

EPAP AM			Sa	at Jan	14,	2017 00	5:47:3	6		Page	10-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N		
			Level (Of Ser	vice	Computa	tion	Repor	t		
Ci ********	rcula ****	ar 21.	2 Planı ******	ning M *****	ethod *****	(Futuı ******	e Vol:	ume A.	lternat ******	ive) ********	* * * * * * * *
Intersection *****	#5 P# ****	Acifi	c St / ******	Ameri	can W *****	ay ******	*****	* * * * * *	* * * * * * *	****	* * * * * * * * *
Cycle (sec): Loss Time (se	c):	1	00 0			Critic Averaç	al Vo e Dela	l./Cap ay (se	p.(X): ec/veh)	0 : xx:	.376 xxxx
Optimal Cycle	: ****	****	37 ******	*****	****	Level ******	Of Se:	rvice:	******	*****	A *******
Approach: Movement:	Nor L -	th Bo T	ound - R	So L	uth B - T	ound - R	Ea L	ast Bo - T	ound – R	West H L - T	Bound – R
Control: Rights:	Pr	oteci Incli	ted ude	P:	rotec Incl	 ted ude	 Pi	rotect Inclu	 .ed 1de	Protec	 cted Lude
Min. Green: Y+R: Lanes:	0 4.0 1 0	0 4,0 0 0	0 4.0 1 0	0 4.0 1 (0 4.0 0 0	0 4.0 1 0	0 4.0 1 (0 4.0 0 1	0 4.0 1 0	$\begin{array}{c} 0 & (\\ 4.0 & 4.0 \\ 1 & 0 & 1 \end{array}$) 0) 4.0 1 0
Volume Modulo											
Base Vol: Growth Adj:	57 1.00 57	38 1.00	38 1.00 38	23 1.00 23	29 1.00	68 1.00	39 1.00	549 1.00	40 1.00	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	2 4) 1.00
Added Vol: PasserByVol:	0 0	4 0	0 0	0	12 0	30 0	10 0	43 0	1 0	0 51	0
Initial Fut: User Adj:	57 1.00	42 1.00	38 1.00	23 1.00	41 1.00	98 1.00 1.00	49 1.00	592 1.00	41 1.00	32 419	<pre>3 4 3 1.00 3 1.00</pre>
PHF Volume: Reduct Vol:	1.00 57 0	42	1.00 38 0	1.00 23 0	41	1.00 98 0	1.00 49 0	1.00 592 0	1.00 41 0	32 419) 1.00
Reduced Vol: PCE Adj:	57 1.00	42 1.00	38 1.00	23 1.00	41 1.00	98 1.00	49 1.00	592 1.00	41 1.00	32 419 1.00 1.00) 4) 1.00
MLF Adj: FinalVolume:	1.00 57	1.00 42	1.00 38	1.00	1.00 41	1.00 98	1.00	1.00 592	1.00 41	1.00 1.00) 1.00) 4
Saturation Fl	ow Mo	dule:		1			1				1000000
Sat/Lane: Adjustment: Lanes: Final Sat.:	1450 1.00 1.00 1450	1450 1.00 0.52 761	$1450 \\ 1.00 \\ 0.48 \\ 689$	$1450 \\ 1.00 \\ 1.00 \\ 1450 $	1450 1.00 0.29 428	1450 1.00 0.71 1022	1450 1.00 1.00 1450	1450 1.00 1.87 2712	1450 1.00 0.13 188	1450 1450 1.00 1.00 1.00 1.98 1450 2873) 1450) 1.00) 0.02 3 27
Capacity Anal Vol/Sat: Crit Volume: Crit Moves:	ysis 0.04 57 ****	Modul 0.06	 le; 0.06	0.02	0.10 139 ****	0.10	0.03	0.22	0.22 317 ****	0.02 0.15 32 ****	0.15

EPAP AM			Sa	at Jan	14,	2017 0	6:47:3	6			Page	11-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
ی اور ایرون اورون ایرون مید شون ایرون			Level (Of Ser	vice	Comput	ation	Repor	 t			
2	000 н	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
*********	*****	* * * * *	*****	*****	* * * * *	* * * * * *	*****	* * * * *	*****	*****	*****	*****
Intersection	#6 G	ROVE	/ ACCES	SS								
*********	*****	* * * * *	*****	* * * * * *	****	*****	*****	*****	******	* * * * * *	****	* * * * * *
Average Dela	y (se	c/veh):	1.9		Worst	Case	Level	Of Se	rvice:	Α[8,9]
*******	*****	*****	******	******	*****	*****	*****	*****	******	*****	*****	*****
Approach:	NO.	rth B	ound	So	uth B	ound	Ē	ast B	ound	₩- *	est B	ound
Movement:	L ·	- T	- R	. L	~ T	- R	L	- T	- R	ц.,	- T	- K
~						- 1 11	 a			11		
Control:	Un	contr	orrea	Un	contr	ottea	5	top S	ign uga	5	top 5.	rdu
KIGNES:	0	U U THCT	uae 1 0	0		uae n n	0	THCT	ude n n	Δ	1101	n n
Lanes:	U 1	U U	T U	U	1 V	U U	U	V V	U U	U 	v 1;	U U
Volume Modul	۱ <u> </u>			11			11			11		
Page Vol:	Ξ. Λ	16	n	0	52	Ω	n	Λ	٥	Ω	θ	ſ
Growth Adi.	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 Beat	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Aded Vol:	0	30	4	2	2	n	n N	n N	0 0	11	ň	17
DaesarBuVol:	0	0	۹ ۵	<u>ک</u>	ñ	0	0	0	0		0 0	, i
Initial Rut:	0	19	4	2	54	0	n	n n	0 0	11	ñ	17
Hartiar rat. Near Adi:	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 Adi:	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:	1.00	49	4	2	54	0	0	0	0	11	0	17
Reduct Vol:	0	0	0	õ	Ő	ŏ	õ	õ	Ő		Ő	0
FinalVolume:	õ	49	4	2	54	Õ	õ	õ	0	11	0	17
Critical Gap	Modu	le:										
Critical Gp::	xxxxx	XXXX	XXXXX	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	6.5	6.2
FollowUpTim::	xxxxx	XXXX	XXXXX	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	4.0	3.3
Capacity Mode	ule:											
Cnflict Vol:	XXXX	XXXX	XXXXX	53	XXXX	XXXXX	XXXX	XXXX	XXXXX	109	109	51
Potent Cap.:	XXXX	XXXX	XXXXX	1553	XXXX	XXXXX	XXXX	XXXX	XXXXX	888	781	1017
Move Cap.:	XXXX	XXXX	XXXXX	1553	XXXX	XXXXX	XXXX	XXXX	XXXXX	887	780	1017
Volume/Cap:	XXXX	XXXX	XXXX	0.00	XXXX	XXXX	XXXX	XXXX	XXXX	0.01	0.00	0.02
Level Of Serv	vice [lodule	∋:	0.0								
zwayystnQ:	XXXX	XXXX	XXXXX	U.U	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	*****	XXXX	*****	1.3	XXXX	XXXXX	XXXXX	XXXX	*****	*****	XXXX *	XXXXX *
LUS DY MOVE:	~ ۳۰۰۳	^		тт. Тт.		 ידים	ר. ד.ידי -	- T. TPD	- ይሞ	ፒም •	- T.m.	ጉጥ
Sharod Can +	. 1П	22222 2111	- 11 77777	8888 91.	AXAA	XXXXX	, 11 11	XXXXX	*****	XXXXX	962	*****
SharedOuene.	*****	XXXX	*****	0.0	XXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	0.1	XXXXXX
Shrd ConDel	XXXXX	XXXXX	XXXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	8.9	XXXXX
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	X	XXXXX		X	xxxxx		x	xxxxx			8.9	
ApproachLOS:		*			*			*			A	
*****	* * * * * :	*****	* * * * * * *	*****	* * * * *	*****	*****	*****	* * * * * * *	*****	* * * * * *	*****
Note: Queue	report	ted is	s the r	number	of ca	ars pe	c lane					
****	* * * * * *	*****	******	*****	*****	* * * * * * *	*****	* * * * * *	*****	*****	* * * * * *	*****

EPAP AM			Si	at Jan	14,	2017 0	6:47:3	6			Page	12-1
and the first part will be the test the test the test the			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
						~~~~						
	2000	HCM A	-Wav St	Ji Ser ton Me	thod	(Future	ation a Volu	kepor mo Al	t tornat ⁱ	ivel		
******	*****	*****	******	******	****	******	*****	*****	******	******	****	******
Intersection	#7 G	ROVE	ST / CI	EDAR S	T + + + + + +	******	*****	****	*****	*****	*****	*****
Cuclo (soc):	~ ~ ~ ^ ~	1	00		~ ~ ~ ~ ~	Critic		1 /Ca	n (¥)•		n n	170
Loss Time (sec),	ec):	4	0			Avera	ie Del	av (s	ec/veh)	• :	0.	8.0
Optimal Cycl	e:		0			Level	Of Se	rvice	:			A
******	*****	* * * * *	* * * * * * *	* * * * * *	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	Ŀ	- T	- R	L ·	- T	- R	L	~ T	– R	Ŀ	- T	- R
									~~~~/ ·			
Control:	S	top S.	ign ide	S	top S	1gn udo	S	top S.	1gn udo	នា	top S.	ıgn udo
Rights:	0	TUCT	age A	Ω	TUCT	ude	n	THCT	uae o	Ω	THET	uqe N
Lanes:	0 0	0 1 I	0 0	0 0	יו ח	0 0	0	ററ്	1 0	0	า บ	0 0
	[
Volume Modul	e:					·						,
Base Vol:	20	33	84	4	41	1	0	20	1	85	29	3
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	33	84	4	41	1	0	20	ł	85	29	3
Added Vol:	0	0	11	0	0	0	0	3	0	19	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	104	0	0
initial Fut:	1 00	1 00	1 00	1 00	41	1 00	1 00	1 00	1 00	104	31	1 00
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
PHE Volume:	20	1.00	45	1.00	1.00	1.00	1.00	23	1.00	104	31	1.00
Reduct Vol:	20	0	0	0	10	0	ŏ	0	0	0	0 0	0
Reduced Vol:	20	33	95	4	41	1	0	23	1	104	31	3
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	33	95	4	41	1	0	23	1	104	31	3
Saturation F.	LOW MO	odule	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:	0 14	1.00	1.00	0.00	1,00	1.00	0.00	1.00	0.04	0.76	0.22	0.02
Final Sat	118	194	560	68	693	17	0.00	738	32	582	174	17
Capacity Anal	lysis	Modu	le:				,					
Vol/Sat:	0.17	0.17	0.17	0.06	0.06	0.06	XXXX	0.03	0,03	0.18	0.18	0,18
Crit Moves:	****				* * * *				****		****	
Delay/Veh:	7.8	7.8	7.8	7.7	7.7	7.7	0.0	7.6	7.6	8.4	8.4	8.4
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:	7.8	7.8	7.8	7.7	7.7	1.7	0.U	1.6	1.6	8.4	8.4 л	8.4
LUS DY MOVE:	A	A 70	A	A	А 77	A	Ŷ	А 7 б	А	А	8 A	А
Approactivel:		1.00			1.00			1.00			1.00	
ApprAdiDel·		7.8			7.7			7.6			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2
*****	* * * * * *	* * * * * *	******	*****	* * * * *	* * * * * * *	*****	*****	******	*****	*****	******
Note: Queue : ********	report	ted i: *****	s the r ******	number	of c. *****	ars per ******	lane.	*****	******	******	****	* * * * * * *

EPAP AM	Sat Jan 14, 2017 06:47:36									Page 13-1		
EPAP PLUS QUARRY ROW 7571-01 TLA: QUARRY ROW SUBDIVISION												
			Level O	f Ser	vice C	Computa	tion 1	Report				
********	1 F FiWA * * * * *	4 KOU	noabout ******	Metn ****	00. (Ľu *****	iture v	***** *****	ALUEI *****	(******	*****	* * * * * *	******
Intersection	#8 Ro	ockli:	n Rd / ******	Meyer: *****	s St *****	******	*****	* * * * * *	*****	*****	* * * * * *	******
Average Delay	y (seo	c/veh] *****): ******	6.6 *****	*****	Level	Of Se: *****	rvice: *****	A *****	* * * * * :	* * * * * *	******
Approach: Movement:	No: L	rth Bo - T	ound - R	Soi L	uth Bo - T	ound - R	Ē.	ast Bo - T	ound - R	W€ L ·	est Bo - T	ound - R
Control: Lanes:	ol: Yield Sign Yield Sign Yield Sign Yield Sign											.gn
Volume Module	9:	600	150	4.71	EDE	1	0	^	2	100	2	60
Base Vol:	1 00	328	1 00	4/	333	1 00	1 00	1 00	1 00	102 100	1 00	1 00
Unitial Real	1.00 G	528	1.00	1.00	1,00 535	1.00	1.00	1.00	1,00	182	1.00	62
Added Vol:	6	J20 3	1.00	-1	16	3	20	0	11	18	0	4
PasserByVol:	ň	ñ	ñ	Ō	10	0	0	õ	0	0	õ	0
Initial Fut:	15	531	156	48	551	4	20	ň	14	200	š	66
llser Adi:	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 Adi:	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:	15	531	156	48	551	4	20	0	14	200	3	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	Ō	0
Reduced Vol:	15	531	156	48	551	4	20	0	14	200	3	66
PCE Adi:	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 Adi:	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:	15	531	156	48	551	4	20	0	14	200	3	66
												1
PCE Module:												
AutoPCE:	15	531	156	48	551	4	20	0	14	200	3	66
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	15	531	156	48	551	4	20	0	14	200	3	66
Delay Module:	: >> 5	lime I	Period:	0.25	hours	<<						
CircVolume:		68			218			799			566	
MaxVolume:		1163			T085			/69			2016	
PedVolume:		0			1000			760			2010	
AajMaxVol:		1103			T085			109			2010	
Approachvol:		702			003			34 0 04			209 0 12	
ApproachV/C:		0.00			0.30 7 A			0.04 A 0			0.13 2 1	
Approachuel:		/./ P			1.4 T			ч.) Л			∠,⊥ ⊼	
Approactions:		A 2			2 K			0 1			<u>م</u> م ج	
Yueue.		4.0			5.0			A.T			0.0	

EPAP PM	Fri Jan 13, 2017 08:19:46	Page 1-1
	EPAP PLUS QUARRY ROW 7571-01 TLA: QUARRY ROW SUBDIVISION	- (1) 10) 100 100 100 100 100 100 100 100 1
	Scenario Report	
Scenario:	EPAP PM	
Command:	Default Command	
Volume:	EPAP PM	
Geometry:	EXISTING	
Impact Fee:	Default Impact Fee	
Trip Generation:	PM PEAK	
Trip Distribution:	CURRENT	
Paths:	NO CLOVER	
Routes:	Default Route	
Configuration:	Default Configuration	

EPAP	ΡM
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EPAP PLUS QUARRY ROW

7571-01 TLA: QUARRY ROW SUBDIVISION

Trip Generation Report

Forecast for PM PEAK

Zone				Rate	Rate	Trips	Trips	Total	∛ Of
#	Subzone	Amount	Units	In	Out	In	Out	Trips	Total
··· <i>··</i> ··· ··			المتل المله فيت المن المن المن المن المن المن المن المن					non min one new one dans'	
1	The Summitt	115.00	SFR	0.65	0.36	75	41	116	13.8
	Zone 1	Subtotal				75	41	116	13.8
2	Avalon	79.00	SFR	0.65	0.36	51	28	79	9.4
	Zone 2	Subtotal	• • • • • • • • • • • • • • • • • • •			51	28	79	9.4
6	PARK PLACE N	1 76.00	sfr	0.63	0.37	48	28	76	9.1
	Zone 6	Subtotal				48	28	76	9.1
7	PARK PLACE S	66.00	SFR	0.63	0.37	42	24	66	7.9
	Zone 7	Subtotal	* * * * * * * * * * * * * * * *		* * * * * * *	42	24	66	7.9
9	BRIGHTON	75.00	SFR	0,63	0.37	47	28	75	8.9
	Zone 9	Subtotal	* * * * * * * * * * * * * * *			47	28	75	8.9
10	QUARRY ROW	64.00	sfr	0.63	0.37	40	24	64	7.6
	Zone 10	Subtotal	L			40	24	64	7.6
12	Granite Terr	0.00	condo	0.40	0.22	0	0	0	0.0
12	Granite Terr	42.00	SFR	0.63	0.37	26	16	42	5.0
	Zone 12	Subtotal	l			26	16	42	5.0
13	ROCKLIN AUDI	34.00	AUDI	1.05	1.55	36	53	89	10.6
	Zone 13	Subtotal				36	53	89	10.6
14	Granite Domi	71.00	SFR	0.63	0.37	45	26	71	8.5
	Zone 14	Subtota				45	26	71	8.5
15	Garnet Creek	260,00	MFR	0.40	0.22	104	57	161	19.2
	Zone 15	Subtotal	L		• • • • • • • •	104	57	161	19.2
	10 April Star Star and Star Star Star April April Star			ar saw man was sure think highly high	,				e naie nich was eine ware
TOTAI						514	325	839	100.0

EPAP PLUS QUARRY ROW

7571-01 TLA: QUARRY ROW SUBDIVISION

Trip Distribution Report

Percent Of Trips CURRENT

					То	Gates					
	1	2	3	4	5	6	7	8	9	10	11
Zone								*** *** *** ***			
1	9.0	4.0	18.0	11.0	10.0	8.0	8.0	14.0	6.0	0.0	0.0
2	10.0	0.0	20.0	0.0	0.0	0.0	55.0	0.0	0.0	10.0	5.0
6	20.0	0,0	24.0	5.0	0.0	0.0	2.0	0.0	5.0	2.0	2.0
7	20.0	0.0	24.0	5.0	0.0	0.0	2.0	0.0	5.0	2.0	2.0
9	1.0	0.0	19.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	25.0	10.0	0.0	2.0	26.0	0.0	0.0	0.0	2.0
12	10.0	0.0	20.0	0.0	0.0	0.0	55.0	0.0	0.0	10.0	5.0
13	5.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	9.0	0.0	17.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	9.0	0.0	14.0	4.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0
				To Gat	es						
	12	13	14	15	16	17	18	19			
Zone											
1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0			
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
7	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
9	0.0	43.0	7.0	10.0	0.0	9.0	9.0	0.0			
10	0.0	0.0	5.0	10.0	0.0	10.0	5.0	5.0			
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
13	0.0	0.0	1.0	0.0	0.0	0.0	82.0	0.0			
14	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0			
15	0.0	0.0	0.0	0.0	0.0	0.0	56.0	0.0			

EPAP P	M			F	ri Jar	n 13, 2	2017 0	8:19:	46			Page	4-1
			7	571-0	EPAP l TLA:	PLUS Ç QUARF	UARRY Y ROW	ROW SUBD	IVISION	1			
				,	 Curnir	ng Move PM E	ement l PEAK	Report		4 114 UN PLA 118 PTP -			
Volume	No	rthbo	und	Sc	outhbo	ound	Ea	astbo	ınd	W	estboi	ind	Total
Туре	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Pac	ific S	t/M	idas A	ve									
Base	10	61	9	206	28	176	277	497	18	9	501	302	2094
Added	0	3	0	21	2	11	20	71	0	0	47	17	192
Total	10	64	9	227	30	187	297	568	18	9	548	319	2286
#2 PAC	IFIC /	GROV	Е										
Base	12	0	34	0	0	0	0	653	15	37	745	0	1496
Added	10	0	4	0	0	0	0	85	7	4	53	0	163
Total	22	0	38	0	0	0	0	738	22	41	798	0	1659
#3 PAC	FIC /	YANKE	Е НТЪЪ										
Base	8	0		26	0	55	22	658	8	16	721	11	1526
Added	õ	Ő	ō	0	Ő	0	0	89	Ő	0	57	0	146
PassBy	~8	Ő	-1	Ő	Ő	Ô	Ő	Û.	-8	-16	0	Ő	-33
Total	0	0	0	26	0	55	22	747	Ō	0	778	11	1639
#4 PAC	FTC AC	CESS											
Base	0	0	0	0	0	0	3	691	0	0	743	0	1437
Added	Ő	õ	Ř	õ	õ	Õ	Ő	78	11	13	57	õ	167
Total	0	Ő	8	0	ŏ	õ	3	769	11	13	800	Õ	1604
45 DAG	ifia e	+ / ħ-	morias	n Mou									
HJ ENC Baca	120	2 / MI 19	64 64	n way 7	21	46	30	524	109	77	573	Q	1647
Dase Addod	1 1	23	04	'n	13	17	20	56	102	0	52	, n	101
Total	130	72	64	7	34	63	68	580	109	77	625	9	1838
#6 CDO	17E / 70	00899											
Rase	ν <u>υ</u> / Α Λ	668200 A K	Ω	0	52	Ω	Ο	Ω	Ο	Ω	Ο	۵	9.9
Nddad	0	30 2	0	7	22	n	0	0	0	6	0	11	20
Total	0	49	9	7	55	0	0	0	0	6	0	11	137
	ur on	/ <u>(</u> ())))	80.08										
#7 GKU	AF 2.L.	7 CED/ 10	TG 7H	0	n	0	1	10	1	AC	20	C	166
Dase	2	10	49	2	Э 0	0	1	2U 2	1 1	90 10	20	0 A	20 700
Total	2	10	1.4 6.2	2	a	0	1	12	2	56	20	0 6	189
IOLAT	۷	ŦŬ	03	Ł	9	U	Т	10	۷.	50	24	U	100
#8 Roc	klin R	d / Me	eyers	St	000			~		. .	~	<u>.</u>	<u></u>
Base	17	898	139	47	872	1	4	0	15	84	0	24	2101
Added	21	17	21	5	13	10	11	1	8	13	3	3	126
Total	38	915	160	52	885	11	15	1	23	97	- 3	27	2227

EP/	AP	PM Fri Jan	Fri Jan 13, 2017 08:19:50									
		EPAP P 7571-01 TLA:	'LUS QUAI	QUARRY ROW RRY ROW SUBDI	VIS	ION						
		Impact Leve	Ana 1 O	lysis Report f Service								
Int	te	rsection		Base		Future	Change					
			т	Del/ V/	Ť	Del/ V/	in					
#	1	Pacific St / Midas Ave	A	xxxxx 0.548	A	xxxxx 0.594	+ 0.047 V/C					
#	2	PACIFIC / GROVE	В	12.5 0.051	В	14.5 0.075	+ 1.927 D/V					
#	3	PACFIC / YANKEE HILL	С	18.0 0.097	в	13.7 0.091	-4.363 D/V					
#	4	PACFIC ACCESS	A	9,2 0,003	В	11.0 0.016	+ 1.793 D/V					
¥	5	PAcific St / American Way	A	xxxxx 0.407	A	xxxxx 0.447	+ 0.041 V/C					
ŧ	6	GROVE / ACCESS	A	0.0 0.000	A	8.8 0.011	+ 8.827 D/V					
Ħ	7	GROVE ST / CEDAR ST	A	7.2 0.085	A	7.3 0.102	+ 0.018 V/C					
#	8	Rocklin Rd / Meyers St	С	17.7 0.899	С	23.2 0.957	+ 0.058 V/C					

EPAP PM			Fr	i Jan	13,	2017 08	3:19:5	1			Page	6-1
EPAP PLUS QUARRY ROW 7571-01 TLA: QUARRY ROW SUBDIVISION												
			Level C	f Ser	vice	Computa	ation 1	Report				
Ci	rcula	ar 212	2 Plann	ing M	ethod	(Futur	re Vol	ume Al	lternat	ive)		
*********	****	*****	*******	*****	*****	* * * * * * *	*****	*****	******	*****	****	******
************	#1 Pc	4C1L1(: DL / ******	MIQAS *****	AVe *****	******	*****	* * * * * *	******	*****	****	******
Cycle (sec):		1(00			Critic	al Vo	l./Cap	o.(X):		0.5	594
Loss Time (se	c):		0			Averaç	je Dela	ay (se	ec/veh)	:	XXXX	XXX
Optimal Cycle	:		56			Level	Of Se	rvice				А
*****	****	*****	******	*****	*****	******	*****	*****	******	*****	****	******
Approacn: Movement:	т	ເປດ ສເ - ຫ	Juna R	50 T.	utn B 	ouna - B	т	ast Bo - T	- B	. we	έςτ Βα . φ	– R
									1	ـــــــــــــــــــــــــــــــــــــ	۔ 	
Control:	Spl	lit Ph	nase	Sp:	lit P	hase '	P	rotect	.ed	Pr	otect	ted
Rights:	-	Inclu	ıde		Igno	re		Inclu	ıde		Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0) T	1 0	1 – – – – (0 1	0 1) 1	1 0	1 0	Z	U I
Volume Module	• >>	Count	- Date:	13 .12	an 20	i 17 << a	 diuste	ed ena	 100	1		1
Base Vol:	10	61	9	206	28	176	277	497	18	9	501	302
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	61	9	206	28	176	277	497	18	9	501	302
Added Vol:	0	3	0	21	2	11	20	71	0	0	47	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	64	9	227	30	187	297	568	18	9	548	319
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE AGJ:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	540	210
PAR VOIUNE;	U TO	04	9 0	0		0	291	000	10	2 0	040	0 0
Reduced Vol:	10	64	Q Q	227	30	0	297	568	18	G,	548	319
PCE Adi:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1,00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1,00
FinalVolume:	10	64	9	227	30	0	297	568	18	9	548	319
					*** **** **** **** ****							
Saturation Fl	ow Mo	dule:	1450	1450	1 4 5 0	1450	1 450	1400	1 450	1 450	1450	1400
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Aajustment: Lanooj	1 00	1 00	1.00	1 00	1 00	1.00	1 00	1 9/	1.00	1 00	2 00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2811	89	1450	2900	1450
Capacity Anal	ysis	Modul	e:									
Vol/Sat:	0.01	0.04	0.01	0.16	0.02	0.00	0.20	0.20	0.20	0.01	0.19	0.22
Crit Volume:		64		227			297				274	
Crit Moves:	ا او بال بان بان	****	*****	****	6 4 4 4 4 4 4	· • • • • • • • •	****	*****	*****	******	****	• • • • • • • •

EPAP PM			F	ri Jan	13,	2017 0	8:19:5	1			Page	7-1
ישה הנה אנה את איז ישר ליד עם בה, אבי זאר את ישר			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
alah kati dina wasi nda nda yan yan yan ma			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
********	* * * * *	*****	* * * * * *	*****	* * * * *	*****	*****	*****	* * * * * *	*****	* * * * *	*****
Intersection	#2 P.	ACIFI	C / GR	OVE								
*******	*****	*****	******	*****	*****	*****	******	*****	*****	******	*****	******
Average Dela *********	y (se	c/veh *****): *****	0.8 *****	*****	Worst *****	Case :	Level *****	01 Se *****	rvice: *****	B[1 ****	4.5] *****
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	Г	- T	- R	L	~ T	- R	L	- T	- R	L ·	- T	R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Une	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 1!	0 0	0 +	0 0	0 0	1	01	1 0	1 (02	0 0
Page Volume	e: 10	0	24	0	0	0	0	650	15	37	745	٥
Crouth Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Tritial Boot	1.00	1.00	T.00	1.00	T.00	1.00	1.00	462	1.00	1.00	745	1.00
TUTCTOT D26:	10	0	¥د ۸	0	0	0	0	000	13	37	140	0
Added VOI:	10	0	Р О	0	0	0	0	00	, 0	4		0
rasserbyvor: Tritial Fut:	22	0	20	0	0	0	0	728	22	41	798	0
Inicial Put.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
DUF Add.	1,00	1.00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
PHE Volume	2.00	1.00	38	1.00	1,00	1,00	1.00	738	22	1.00	798	1.00
Poduct Vol:	22	0	0	0	0	0	0	/30	22	1	, 50	ň
FinalVolume:	22	0	38	0	0	0	õ	738	22	41	798	õ
Critical Gap	Modul	le:										
Critical Gp;	6.8	6.5	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Mod	le:											
Cnflict Vol:	1230	1629	380	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	760	XXXX	XXXXX
Potent Cap.:	170	101	618	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	848	XXXX	XXXXX
Move Cap.:	164	96	618	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	848	XXXX	XXXXX
Total Cap:	294	216	XXXXX	221	206	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.07	0.00	0.06	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.05	XXXX	XXXX
Level Of Ser	vice f	100ul	9:						*********	0.0		********
∠wayystnQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.2	XXXX	XXXXX
CONTROL Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX *	*****	y.) ^	XXXX	~~~×
HOVE:	τm	_ 1000		τm	ייייייייייי מיויייייייי	 	τ .			א דידי -	1.mp	- ••••
Novement:	ыт	- LTR	- KT	- 11 - 11	- LTK	- KT	ET .	- LIK	- 11	11 ~ VVVV	- Titk	- 1/1
onareu tap.: SharodOugue:	XAAX	9.9.V 0 F	AAAAA	AAAA	AAAA VVVV	AAAAX VVVVV	AAAA VVVVVV	~~~~	AAAAA VVVVV	AAAA VVVVV	VVVV	VVVVV
Shrd ConDol .	AAAAA UUUUUU	14 5	~~~~~	AAAAA VVVVVV	~~~~	VYYVV	AAAAA VVVVV	VYVV	AAAAA VYVVV	XXXXX	~~~~ VVVV	VYVVV
Sura compett:	^^^^ *	д Т-1-Э	*****	*****	^^^^ *	^^^^ *	*	*	****	~~~~~ *	*	*
approachDol.		در ۱۸ ۹									~~~~~	
ApproachIOC:		а тч•Э		X.	*		~~~~	*****		~~~~	*	
***********	*****	ы • • • • • • • •	*****	*****	****	*****	*****	*****	*****	* * * * * * *	****	*****
Note: Queue	report	ted is	s the 1	number	of ca	ars per	r lane.	•	544444	******	• • • • • • •	*****

EPAP PM			F	ri Jan	13,	2017 0	8:19:5	1			Page	8-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N			
			Level	Of Ser	vice	Comput	ation	Repor	t	*** *** *** *** ***		
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
*****	*****	*****	******	*****	*****	*****	*****	* * * * *	*****	*****	* * * * *	******
Intersection	#3 P.	ACFIC	/ YAN	KEE HI. *****	***** PP	*****	*****	*****	*****	*****	*****	*****
Average Dela	y (se *****	c/veh ****); ******	0.8	*****	Worst *****	Case *	Level	Of Se *****	rvice:	B[1	3.7] ******
Approach: Movement:	No: L	rth B - T	ound - R	So L	uth B - T	ound - R	E L	ast B - T	ound - R	We L ·	əst B - T	ound - R
			nin war are on an vor									
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Und	contr	orreq
Rights:	0	inci	ude	0	Incl	ude	1		ude	1 (ude
Lanes:	. 0 1	J 1:	0 0	U	LU	0 1	1	JI	T O	1 () I	U 1
Volume Modul	 e:			11			11			[]		1
Base Vol:	8	0	1	26	0	55	22	658	8	16	721	11
Growth Adi:	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:	8	0	1	26	0	55	22	658	8	16	721	11
Added Vol:	Õ	Õ	ō	0	0	0	0	89	0	0	57	0
PasserBvVol:	-8	0	-1	0	0	0	0	0	8	-16	0	0
Initial Fut:	Ō	0	ō	26	0	55	22	747	0	0	778	11
User Adi:	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 Adi:	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	26	0	55	22	747	0	0	778	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	26	0	55	22	747	0	0	778	11
Critical Gap	Modu	Le:			~ "							
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Osessibu Mad										11		
Capacity Mod	1100	1500	274	1201	1575	205	799			~~~~	~~~~	~~~~
Detent Can :	1100	100	514	177	100	595	207	XXXX	AAAAA	AAAA VVVV	~~~~	VVVVV
Move Cap :	130	105	624	174	106	605	827	VVVV	××××××	VVVV	VXXX	XXXXXX
Move cap Total Cap:	244	223	VVVVV	200	229	VVVVV	227	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.09	0.03	XXXX	XXXX	XXXX	XXXX	XXXX
		~~~~~										
Level Of Serv	vice ì	Aodul	э:									
2Way95thQ:	XXXX	XXXX	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	XXXX	xxxx	XXXXX
Control Del:	xxxxx	XXXX	XXXXX	XXXXX	xxxx	11.5	9.5	XXXX	XXXXX	XXXXX	xxxx	XXXXX
LOS by Move:	*	*	*	*	*	В	A	*	*	*	*	*
Movement:	LT -	- LTR	~ RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	· LTR	- RT
Shared Cap.:	XXXX	0	XXXXX	299	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	xxxxx	XXXX	XXXXX	0.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	18,2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	С	*	*	*	*	*	*	*	*
ApproachDel:	XX	<xxxx< td=""><td></td><td></td><td>13.7</td><td></td><td>XX</td><td>XXXX</td><td></td><td>XX</td><td>XXXX</td><td></td></xxxx<>			13.7		XX	XXXX		XX	XXXX	
ApproachLOS:		*			В			*			*	
*******	*****	****	******	*****	****	* * * * * * *	*****	****	*****	* * * * * * *	****	******
Note: Queue	report	:ed i:	5 tne 1 *****	10M0er	OI Ca	ars pe: *****	c lane. ******	*****	*****	******	****	******

EPAP PM			F	ri Jan	13,	2017 0	8:19:5	1			Page	9-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	 N			
		nde and dae has sim	Level	of Ser	vice	Comput	ation	Repor				
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)	ىلى بلە يە يە	ﯩ ^ﯩ ﻪ 4. 4. 4. 4. 4.
Totouroation	# 4 D	*****	300000	******	* * * * *	*****	*****	****	*****	*****	****	******
10101Section	#4 E. *****	AULTU *****	AUUEO	0 *****	* * * * *	* * * * * *	*****	****	*****	*****	*****	*****
Average Dela	y (se ****	c/veh *****	): *****	0.1	* * * * *	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	B[ 1 ****	1.0]
Approach: Movement:	No L	rth B - T	ound - R	So: L	uth B - T	ound - R	E L	ast B - T	ound - R	W L	est B - T	ound – R
0		+ 0								11		 _]]od
Control:	2	τορ δ	rdu	S	LOD S	rdu	UN	CONT P	nqo ottea	un	Incl	orrea
Lanes.	Ω	U U THCT	αα <del>e</del> Λ 1	0	1101	n n	1	1 101	1 A	1	1 101 0	1 A
14110J,			~ T				حسمہ ا	.    т	т V	1		
Volume Modulo	e:			11						11		
Base Vol:	0	0	0	0	0	0	3	691	0	0	743	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	0	0	0	0	0	3	691	0	0	743	0
Added Vol:	0	0	8	0	0	0	0	78	11	13	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	0	3	769	11	13	800	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	0	8	0	0	0	3	769	11	13	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	0	0	0	3	769	11	13	800	0
Critical Gap	Modu.	le:	<u> </u>	7 6	<i>c c</i>	<b>C D</b>	4 1			A 1		
Critical Gp:	XXXXX	XXXX	0.9	7.5	0.0	0.9 2 2	4.1	XXXX		4.1	XXXX	*****
FOTTOMODITU:	*****	X	3.3	د.د اا	4.0	د.د =======	۲.۶ السسسی			ے دی۔ - ســــــــــــــــــــــــــــــــــــ		~~~~~
Capacity Modu	າ						11					1
Coffict Vol:	vvvv	x x x x x	390	1217	1612	400	800	xxxx	*****	780	xxxx	*****
Potent Cap.:	XXXX	XXXX	609	137	103	600	819	XXXX	XXXXX	833	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	609	133	101	600	819	XXXX	XXXXX	833	XXXX	XXXXX
Volume/Cap:	XXXX	XXXX	0.01	0.00	0.00	0.00	0.00	XXXX	XXXX	0.02	XXXX	XXXX
· · ·												~ ~ ~ ~ ~ ~
Level Of Serv	vice 1	Modul	э:									
2Way95thQ:	XXXX	XXXX	0.0	xxxx	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del:	xxxxx	XXXX	11.0	xxxxx	XXXX	XXXXX	9.4	XXXX	XXXXX	9.4	XXXX	XXXXX
LOS by Move:	*	*	В	*	*	*	А	*	*	A	*	*
Movement:	LT ·	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT	LT -	- LTR	- RT
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	0	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: ApproachLOS:		11.0 B		×	<xxxx *</xxxx 		x2	*		×	<xxxx *</xxxx 	
********	*****	* * * * *	* * * * * * *	* * * * * * *	*****	*****	*****	*****	* * * * * * *	* * * * * * *	*****	******
Note: Queue	report	ted i: *****	s the 1 *****	number ******	of ca	ars pe:	r lane. ******	* * * * * * *	******	* * * * * * * *	*****	*****

EPAP PM	PAP PM Fri Jan 13, 2017 08:19:51							1	Page 10-1			
	ROW SUBDI	VISIO	N									
			Level (	of Ser	vice	Computa	tion 1	Report				an 1400 tank dan din din din di
Ci	ircula	ar 21:	2	ning Me	ethod ****	(Futur	e Volu	ume A1	lternat	ive)	*****	* * * * * * *
Intersection	#5 P)	Acifi	c St /	Ameri	can W	ay ******	*****	*****	* * * * * * *	* * * * * *	*****	******
Cycle (sec):		11	nn			Critic	al Vo	l./Car	5. (X) :		0.4	147
Loss Time (se	ec):		0			Averao	e Dela	av (se	ec/veh)	:	XXXX	xxx
Optimal Cycle	); );		41			Level	Of Sei	rvice				A
*****	*****	*****	* * * * * * *	*****	****	* * * * * * *	*****	* * * * * *	******	* * * * * *	*****	******
Approach:	Noi	cth Be	ound	So	uth B	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	г -	- Т	- R	L ·	- T	- R	L ·	- T	- R	L -	- Т	- R
										]		
Control:	Ρı	rotect	ted	P	rotec	ted	Pi	rotect	ed	Pı	otect	ted
Rights:		Inclu	ude		Incl	ude	~	Inclu	lde	~	Inclu	lde
Min. Green:	0	0	0	0	0	0	0	1 0	0	1 0	0	1 0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	L L	0 0	1 0	1	J U	1 U	1	) T	1 0	1 ( ]	, T	1 U
Volume Module	 3 !			1			1		1	1		1
Base Vol:	129	49	64	7	21	46	39	524	109	77	573	9
Growth Adi:	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:	129	49	64	7	21	46	39	524	109	77	573	9
Added Vol:	1	23	0	0	13	17	29	56	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	72	64	7	34	63	68	580	109	77	625	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:	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:	130	72	64	7	34	63	68	580	109	77	625	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol;	130	72	64	7	34	63	68	580	109	77	625	9
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:	130	72	64	7	34	63	68	580	109	77	625	9
										1		
Saturation Fl	.ow Mo	dule	4 1 5 0	1 4 5 0	1 450	1 + 5 0	1450	1 45 0	1450	1450	1 450	1450
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1400	1450	1450	1450
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:	1450	0.53	0.47	1450	0.35	C0.V	1450	1,00 2443	450	1,00 1,450	1.3/	0.03
Final Sat.:	1450	768	- 582 	1450	508	942	1450	2991	439	1430	2033	41
Capacity Anal	vsie	Modui	 le:	1			1			1		1
Vol/Sat:	0.09	0.09	0.09	0.00	0.07	0.07	0.05	0.24	0.24	0.05	0.22	0.22
Crit Volume:	130			÷. • •	97				345	77		
Crit Moves:	****				****				****	****		
*****	*****	****	******	*****	* * * * * *	******	* * * * * *	*****	******	* * * * * *	*****	******

*....* 

EPAP PM			F	ri Jan	13,	2017 0	8:19:5	1			Page	11-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	visio	N			
			Level	of Ser	 vice	Comput	ation	Repor				
2	000 H	CM Un ****	signal *****	ized M *****	ethod *****	(Futu *****	re Vol *****	ume A ****	lterna *****	tive) *****	* * * * *	*****
Intersection *****	#6 G	ROVE * * * * *	/ ACCE	SS *****	* * * * *	*****	*****	*****	*****	*****	* * * * *	*****
Average Dela ********	y (se *****	c/veh *****	): *****	1.5 *****	*****	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	A[ *****	8.8] *****
Approach: Movement:	No: L	rth B - T	ound - R	So L	uth B - T	ound - R	E L	ast B - T	ound – R	W L	est B - T	ound - R
Control: Rights:	Und	contr Incl	olled ude	Un	contr Incl	olled ude	S	top S Incl	ign ude	s	top S Incl	ign ude
Lanes:	0 0	0 0	1 0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module Base Vol:	e: 0	46	0	0	52	0	0	0	0	0	0	0
Growth Adj: Initial Bse:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0	1.00 0
Added Vol: PasserByVol;	0 0	3 0	9 0	7 0	3 0	0 0	0 0	0 0	0 0	6 0	0 0	11 0
Initial Fut: User Adj:	0 1.00	49 1.00	9 1.00	7 1.00	55 1.00	0 1.00	0 1.00	01.00	0 1.00	6 1.00	0 1.00	11 1.00
PHF Adj: PHF Volume:	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	49	9	7	55 	0	0	0	0	6 	0	11
Critical Gap Critical Gp::	Modul xxxxx	le: xxxx	xxxxx	4.1	XXXX	*****	*****	XXXX	xxxxx	6.4	.6.5	6.2
FollowUpTim::	xxxxx 	××××	xxxxx	2.2	xxxx	×××××	×××××	xxxx	xxxxx	3.5	4.0	3.3
Capacity Modu	ule:			<b>۳</b> 0						100	100	54
Potent Cap.:	XXXX	×××× ××××	XXXXXX	1546 1546	XXXX	*****	XXXX	XXXX	*****	873	768	1014
Volume/Cap:	XXXX 	XXXX	XXXX	0.00	XXXX	XXXX	××××	XXXX	XXXX	0.01	0.00	0.01
Level Of Serv	vice h	Modul	∋:									
2Way95thQ: Control Del::	×××× ×××××	XXXX XXXX	*****	0.0	xxxx xxxx	*****	×××× ×××××	XXXX XXXX	*****	XXXXX *	XXXX	*****
LOS by Move: Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	~ RT	LT ·	- LTR	- RT
Shared Cap.: SharedQueue::	XXXX XXXXX	XXXX	XXXXXX	xxxx 0.0	XXXX	XXXXX XXXXX	XXXXX	XXXX	XXXXXX	XXXX XXXXX	958 0.1	xxxxx xxxxx
Shared LOS: ApproachDel:	*****	*****	*****	7.3 A	*****	* *	*	*****	*	* *	0.0 A 8.8	*
ApproachLOS:	*****	*****	* * * * * * *	******	* * * * *	*****	*****	*	*****	* * * * * * *	A	*****
Note: Queue :	report	ted i:	s the 1	number *****	of ca	ars pe: *****	r lane	*****	*****	*****	*****	* * * * * *

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EPAP PM			F	ri Jan	13,	2017 0	8:19:5	1		Page	12-1
			7571-0	EPAP 1 TLA:	PLUS QUAR	QUARRY RY ROW	ROW SUBDI	VISIO	N		
			Level (	Of Ser	vice	Computa	ation	Repor	t	an and and and and date of a star and the sou	40 III (II II II III III III III
	2000 1	HCM 4	-Way St	top Me	thod	(Future	e Volu	me Al	ternati	ive)	
********	* * * * *	****	*****	*****	*****	*****	*****	* * * * *	******	********	******
Intersection	#7 GI	ROVE	ST / CI	EDAR S	Τ 						to a state of the de
**************************************	*****	****	******	*****	* * * * *	~~***** ~!~!	*****	*****	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	100
Cycle (sec):	00) 1	1	00			OLTETO	car vo. ro Dol	1./Cd	$p_{i}(x);$		102
Dotimal Cuch	ec);		0			Lovol	Je per	ay (S ruico		•	7.5 D
************	∵• *****	****	· * * * * * *	*****	****	76A61	******	*****	• * * * * * * *	*******	******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	West B	ound
Movement:	L	- T	- R	L	– T	- R	L	- T	- R	L - T	- R
			··								
Control:	St	top S	ign	S	top S	ign	S	top S	ign	Stop S	ign
Rights:		Incl	ude		Incl	ude		Incl	ude	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Lanes:	0 0	0 1!	0 0	0	1 0	0 0	0 1	0 1!	0 0	0 0 1!	00
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
volume Module	e: ^	10	40	2	0	0	1	10	1	16 20	6
Crouth Adia	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
Tritial Reat	1.00	1.00	100	T.00	1.00	00.1	1,00	1.00	1.00	46 20	1.00
Added Vol:	2	10	4.2 1.4	2	9 0	0	U T	3 10	1	10 4	0
Radea VOI:	0	0	14	0	0	0	0	5 0	0 T	10 4	0
Thitial But.	2	10	63	2	a	0	1	12	2	56 24	6
lleer Adi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
PHE Adi	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	2.00	10	63	2.00	1,00	1.00	1	13	2	56 24	6
Reduct Vol:	0	0	0	ō	0	Õ	Ō	0	0	0 0	0
Reduced Vol:	ž	10	63	2	9	Õ	ĩ	13	2	56 24	6
PCE Adi:	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 Adi:	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:	2	10	63	2	9	0	1	13	2	56 24	6
Saturation F	low Mo	odule	:								
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:	0.03	0.13	0.84	0.18	0.82	0.00	0.06	0.81	0,13	0.65 0.28	0.07
Final Sat.:	26	128	804	150	675	0	53	694	107	548 235	59
······································											
Capacity Ana.	LYSIS	Moau.		0 01	0 01		0 02	0 02	0.02	0 10 0 10	0 10
Vol/Sat:	0.08	0.08	4***	0.01	0.01 ****	XXXX	0.02	0.UZ	0.02	0.10 0.10	0.10
Delau (Veh.	7 0	7 0	7 0	с Г	7 3	0 0	7 2	7 2	7 2	7777	77
Delay/Ven: Dolay Adi:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00 1 00	1 00
AdiDel /Veh.	7 0	7 0	7 0	73	7 3	1.00	7 2	7.2	7.2	7.7 7.7	7.7
LOS by Mover	, , О Д	,.0 Д	л. С Д	, , , , , , , , , , , , , , , , , , ,	А , , , , ,	*	A	2	Ä	A A	A
ApproachDel:	* *	7.0			7.3			7.2		7.7	
Delav Adi:		1.00			1.00			1.00		1.00	
ApprAdiDel:		7.0			7.3			7.2		7.7	
LOS by Appr:		A			A			A		A	
AllWayAvqQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1 0.1	0.1
****	* * * * * * >	****	* * * * * * *	*****	* * * * *	* * * * * * *	******	*****	* * * * * * *	********	* * * * * * *
Note: Queue :	report	ted i: *****	s the r ******	number	of ca	ars pei ******	: lane.	k****	*****	*******	******

2030 AM

# CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Scenario Report

Scenario: 2030 AM

#### Tourney Hobor

Command:	Default Command
Volume:	2030 AM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	GP AM
Trip Distribution:	AM CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

2030	АМ		Sat Jan 1	14, 2017 07:	07:52			Page	2-1
		CUMULA 757:	ATIVE AND ( L-01 TLA: (	CUMULATIVE M QUARRY ROW S	INUS PROJ UBDIVISIO	IECT IN			
			Trip Gen	neration Rep	ort				
			Foreca	ast for GP A	м				
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
10	QUARRY ROW Zone 10	64.00 Subtotal	sfr	-0.19	-0.56	-12 -12	 -36 -36	48 -48	100.0 100.0
TOTAI	· · · · · · · · · · · · · · · · · · ·					-12	-36	-48	100.0

## CUMULATIVE AND CUMULATIVE MINUS PROJECT

#### 7571-01 TLA: QUARRY ROW SUBDIVISION

#### Trip Distribution Report

#### Percent Of Trips AM CURRENT

					То	Gates					
	1	2	3	4	6	7	8	9	10	11	12
Zone					*** *** *** ***						
1	16.0	11.0	35.0	25.0	12.0	0.0	1.0	0.0	0.0	0.0	0.0
2	10.0	0.0	20.0	5.0	0.0	50.0	0.0	0.0	15.0	0.0	0.0
6	20.0	0.0	24.0	10.0	5.0	2.0	0.0	5,0	2.0	2.0	15.0
7	20.0	0.0	24.0	10.0	5.0	2.0	0.0	5.0	2.0	2.0	15.0
9	1.0	0.0	19.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0
10	0.0	0.0	20.0	10.0	8.0	32.0	0.0	0.0	0.0	5.0	0.0
12	10,0	0.0	20.0	0.0	5.0	45.0	5.0	0.0	10.0	5.0	0.0
13	5.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	9.0	0.0	17.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	9.0	0.0	14.0	10.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0
			To Gat	es							
	13	14	15	17	18	19					
Zone				100 - 100 - 100 - 100 - 100							
1	0.0	0.0	0.0	0.0	0.0	0.0					
2	0.0	0.0	0.0	0.0	0.0	0.0					
6	10.0	5.0	0.0	0.0	0.0	0.0					
7	10.0	5.0	0.0	0.0	0.0	0.0					
9	30.0	7.0	10.0	9.0	4.0	0.0					
10	0.0	5.0	5.0	5.0	5.0	5,0					
12	0.0	0.0	0.0	0.0	0.0	0.0					
13	0.0	1.0	0.0	0.0	82.0	0.0					
14	0.0	0.0	0.0	0.0	64.0	0.0					
15	0.0	0.0	0.0	0.0	50.0	0.0					

2030 A	М			Sa	at Ja	n 14, 2	2017 0	7:07:	52			Page	4-1
			CUM 7	ULATI 571-0	VE AN 1 TLA	D CUMUI : QUARF	ATIVE XY ROW	MINU SUBD	S PROJE	ECT 1			ele un de dir di un un
			*** *** *** ***	,,	Purni	ng Move GP	ement i AM	Repor		, un, and and and and		999 ang 449 kan kan ang	
Volume Type	N Left	orthbo Thru	und Right	So Left	outhbo Thru	ound Right	E. Left	astbo Thru	und Right	₩ Left	estboı Thru	und Right	Total Volume
#1 D		05 / M	- 			-							
HI PAC	33 TTTC	SL / M 88	IUAS A 93	448	194	73	34	627	35	52	660	290	2626
Addod	52	00	0	2	10	, J 0	0		0	0	~10	-6	-21
Total	32	88	93	446	194	73	34	624	35	52	650	284	2605
#2 PAC	TETC	/ GROV	R										
Base	31	0	48	0	0	0	0	953	15	46	916	0	2009
Added	-17	0	0	Ő	0	Ō	Ō	-3	-2	0	0	0	-22
Total	14	Ő	48	0	0	0	0	950	13	46	916	0	1987
#3 PAC	FIC /	YANKE	E HILL	1									
Base	0	0	0	8	0	27	60	941	0	0	935	25	1996
Added	0	0	0	0	0	0	0	-4	0	0	0	0	4
Total	0	0	0	8	0	27	60	937	0	0	935	25	1992
#4 PAC	FIC A	CCESS											
Base	0	0	8	5	0	10	23	922	3	3	950	6	1930
Added	0	0	-8	0	0	0	0	0	-3	-3	0	0	-14
Total	0	0	0	5	0	10	23	922	0	0	950	б	1916
#5 PAc	ific	st / A	merica	n Way									
Base	63	19	35	34	40	135	67	697	172	62	761	7	2092
Added	0	0	0	0	0	0	0	-8	-1	0	-3	0	-12
Total	63	19	35	34	40	135	67	689	171	62	758	7	2080
#6 GRO	VE / J	ACCESS											
Base	0	60	4	2	58	0	0	0	0	11	0	17	152
Added	0	0	-4	-2	0	0	0	0	0	-11	0	-17	-34
Total	0	60	0	0	58	0	0	0	0	0	0	0	118
#7 GRO	VE ST	/ CED	AR ST										
Base	25	40	154	7	50	1	0	37	1	138	47	5	505
Added	0	0	-3	0	0	0	0	-1	0	-9	-2	0	-15
Total	25	40	151	7	50	1	0	36	1	129	45	5	490
#8 Roc	klin	Rd / Me	eyers	St							_		
Base	14	1205	205	208	680	6	9	4	16	164	2	123	2636
Added	0	-1	-2	0	-5	0	0	0	0	-7	0	100	-15
Total	14	1204	203	208	675	6	9	4	16	157	- 2	123	2621

20:	30	AM Sat Jan	14,	2017 07:07:	56		Page 5-	- 1
		Impact . Leve	Ana. 1 Ot	lysis Report f Service				
In	teı	rsection	Ť	Base Del/ V/	Ĩ	Future Del/ V/	Chang in	le
ŧ	1	Pacific St / Midas Ave	В	xxxxx 0.637	B	xxxxx 0.635	-0.002	v/c
ŧ	2	PACIFIC / GROVE	С	18.3 0.136	с	15.4 0.090	-2.957	D/V
#	3	PACFIC / YANKEE HILL	В	14.3 0.084	В	14.3 0.084	-0.005	D/V
#	4	PACFIC ACCESS	D	25.1 0.058	С	20.7 0.043	-4.336	D/V
Ħ	5	PAcific St / American Way	A	xxxxx 0.507	A	xxxxx 0.503	-0.003	V/C
#	6	GROVE / ACCESS	A	8.9 0.017	A	0.0 0.000	-8.921	D/V
#	7	GROVE ST / CEDAR ST	A	8.7 0.263	A	8.6 0.257	-0.006	V/C
#	8	Rocklin Rd / Meyers St	F	91.5 1.318	F	91.0 1.315	-0.003	V/C

2030 AM			Sa	at Jan	14,	2017 07	<b>:07:5</b>	6			Page	6-1
		CU	MULATIN 7571-01	/E AND l TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
			Level (	of Ser	vice	Computa	tion	Repor	t			
******	Circu *****	lar 2 ****	12 Plan ******	nning   *****	Metho *****	d (Base ******	• Volu	me Al *****	ternati ******	ive) *****	* * * * *	******
Intersection *******	#1 P ****	acifi *****	c St / ******	Midas *****	Ave ****	******	* * * * *	****	* * * * * * *	*****	****	* * * * * * *
Cycle (sec): Loss Time (se Optimal Cycle	ec): e: *****	1	00 0 63 ******	*****	****	Critic Averag Level	al Vo pe Del Of Se	l./Ca ay (s rvice *****	p.(X): ec/veh) : *******	*****	0. xxx ****	637 xxx B ******
Approach: Movement:	No L	rth B - T	ound - R	So L	uth B - T	ound – R	E L	ast B - T	ound - R	We L ·	est B - T	ound - R
Control: Rights:	l Sp	lit P Incl	 hase ude	1 Sp.	lit P Igno	 hase re	 P:	rotec Incl	ted ude	P:	cotec Ovl	ted
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.U	4.0	4.0	4.U n 1	4.0	4.0	4.0 0 1	4.0	4.0	4.0	4.0
Lanes.	+ 											
Volume Module	÷:		,	,		,	•		3	•		·
Base Vol:	32	88	93	448	194	73	34	627	35	52	660	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:	32	88	93	448	194	73	34	627	35	52	660	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	88	93	448	194	0	34	627	35	52	660	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	88	93	448	194	0	34	627	35	52	660	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	. 32	88	93	448	194	0	. 34	627	35	, 52	660	290
Caturatian E		مطبعام									• *** *** *** ***	
Saturation Fi	LOW PP	1460	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Sat/Lane:	1450	1400	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
Adjustment:	1.00	1.00	1 00	1 00	1 00	1 00	1 00	1 99	Ω 11	1 00	2 00	1 00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2747	153	1450	2900	1450
		~~~~~										
Capacity Anal	lysis	Modu	le:									
Vol/Sat:	0.02	0.06	0.06	0.31	0.13	0.00	0.02	0.23	0.23	0.04	0.23	0.20
Crit Volume:			93	448					331	52		
Crit Moves:			* * * *	* * * *					****	****		
***********	* * * * *	*****	******	*****	****	******	* * * * * * :	*****	******	*****	*****	******

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2030 AM			Sa	at Jan	14,	2017 07	:07:5	6			Page	7-1
		CU	MULATIV 7571-01	/E AND . TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJI VISIO	ECT N			
		da how and with him :	Level C)f Ser	vice	Computa	tion 1	Report				
C:	ircula *****	ar 21	2 Plann ******	ning Me *****	ethod *****	(Futur ******	e Vol	ume A.	lternat ******	ive) *****	*****	* * * * * * *
Intersection	#1 Pa	acifi	c St / ******	Midas	Ave ****	*****	*****	*****	* * * * * * *	* * * * * *	* * * * * *	******
Cycle (sec):		1	00			Critic	al Vo	l./Cap	p.(X):		0.	635
Loss Time (se	ec):		0			Averag	e Dela	ay (se	ec/veh)	:	XXXX	XXX
Optimal Cycle	9:		62			Level	Of Se	rvice				В
*********	*****	*****	******	******	*****	******	*****	*****	******	* * * * * *	*****	******
Approach:	NO	cth B	ound	SOL	itn B	ouna	1 Ea	ast Bo - m	ouna	T .	981 B0 - m	ouna p
Movement:	• ۱۰ - ـ ـ ـ ا	- 1		- بد 		- K	Li	- 1			- L	
Control:	' Spl	lit Pl	hase	Spl	lit P	hase '	P:	roteci	ted	' Pi	rotect	ted
Rights:		Incl	ude		Igno	re		Inclu	ıde		Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 () 1	0 1	. 1 () 1	01	. 1 () 1	1 0	. 1 () 2	0 1
Volumo Modula			!	1						1	- ***	
VOIUNE MOUUIE	ま; マウ	88	93	448	194	73	34	627	35	52	660	290
Growth Adi:	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:	32	88	93	448	194	73	34	627	35	52	660	290
Added Vol:	0	0	0	-2	0	0	0	-3	0	0	-10	-6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	88	93	446	194	73	34	624	35	52	650	284
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	88	93	446	194	0	34	624	35	52	650	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	88	93	446	194	0	34	624	35	52	650	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1,00
FinalVolume:	32	88	93	446	194	0.	34	624	35	, 52	650	284
Cotupotion Pl		 dula								1	18 Anna Anna anna 2000 ba	
Saturation Fi	1150	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1 00	1 00	1 00	1 00	1 00	1400	1 00	1 00	1 00	1 00	1.00	1.00
Lange:	1 00	1 00	1 00	1 00	1 00	1 00	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2746	154	1450	2900	1450
							1					
Capacity Anal	lysis	Modu	le:			r			·			,
Vol/Sat:	0.02	0.06	0.06	0,31	0.13	0.00	0.02	0.23	0.23	0.04	0.22	0.20
Crit Volume:			93	446					330	52		
Crit Moves:			* * * *	****					****	* * * *		
*********	*****	****	* * * * * * *	*****	****	******	* * * * * *	*****	******	*****	****	******

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		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
ann			Level (Of Ser	vice	Comput	ation	Repor				
	2000 1	HCM U	nsigna.	lized H	Metho	d (Bas	e Volu	me Al	ternat	ive)		
* * * * * * * * * * * *	* * * * *	* * * * *	* * * * * *	* * * * * *	* * * * *	* * * * * *	*****	****	*****	* * * * * *	*****	******
Intersection	#2 P2	ACIFI	C / GRO	OVE								
********	*****	* * * * *	*****	*****	* * * * *	* * * * * *	******	* * * * *	* * * * * *	*****	* * * * *	******
Average Dela	y (sea	c/veh *****): ******	1.0 *****	* * * * *	Worst *****	Case :	Level *****	Of Se *****	rvice: *****	C[1	8.3] ******
Approach:	No	rth B	ound	So	uth B	ound	\mathbf{E}_{i}	ast B	ound	W	est B	ound
Movement:	L ·	- Т	- R	Ъ	- T	- R	Ъ	- T	- R	L	- T	- R
												1
Control:	St	top S.	ign	S	top S	ign	Uno	contro	olled	Un	contro	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 (0 1!	0 0	0 (0 0	0 0	1 1	01	1 0	1	02	0 0
Volume Module	Э:											
Base Vol:	31	0	48	0	0	0	0	953	15	46	916	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	48	0	0	0	0	953	15	46	916	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:	31	0	48	0	0	0	0	953	15	46	910	0
Reduct Vol:	0	0	0	0	0	0	0	0	U 1 F	U	0	0
FinalVolume:	31	0	48	0	0	0	U 	953	15	46	910	0
Critical Can	Modu			11			! !			11		1
Critical Gap	6 8	<u>се</u> , б 5	69	*****	****	*****	*****	xxxx	*****	4.1	xxxx	xxxxx
FollowInTim:	3.5	4.0	3.3	XXXXXX	xxxx	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Modu	le:			* 1								
Cnflict Vol:	1511	1969	484	XXXX	XXXX	XXXXX	xxxx	XXXX	XXXXX	968	xxxx	XXXXX
Potent Cap.:	111	62	529	xxxx	XXXX	XXXXX	XXXX	XXXX	XXXXX	707	XXXX	XXXXX
Move Cap.:	105	58	529	XXXX	xxxx	xxxxx	XXXX	XXXX	XXXXX	707	XXXX	XXXXX
Total Cap:	228	169	xxxxx	173	158	xxxxx	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX
Volume/Cap:	0.14	0.00	0.09	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.07	XXXX	XXXX
Level Of Serv	vice M	Module	∋:									
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.2	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	10.4	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	*	*	×	В	*	*
Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT -	- LTR	- RT	LT ·	- LTR	~ RT
Shared Cap.:	XXXX	349	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue::	XXXXX	0.9	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel::	XXXXX	18.3	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	C	*	*	*	*	×	×	*	*	*	x
ApproachDel:		18.3		XX	XXXXX		XX	XXXXX		XX	XXXXX	
ApproachLOS:		C			*		. به چر بار بار بار بار	*	فر سال طر علي من سال .	. ـ ال ال ال ال ال	× دىدىنە ئە	
**********	****	****	******	*****		*****	· · · · · · · · · · · · · · · · · · ·	• * * * * 1	~ ^ ~ * * * * * *	~ * ^ * * * *	- ^ - 7 7 1	X
Note: Queue	report	tea 1:	5 TRE 1	humber	OI C	ars pe: ******	L 13NG	• * * * * * * :	* * * * * * *	*****	*****	******

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<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
		*** *** *** ***	Level	Of Ser	vice	Comput	ation	 Repor	 t			hann fann nam afwr anni Ann A
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
******	****	* * * * *	* * * * * *	*****	*****	*****	* * * * * *	* * * * *	*****	* * * * * *	* * * * *	******
Intersection ********	#2 P. *****	ACIFI *****	C / GR *****	OVE * * * * * * *	* * * * *	*****	*****	* * * * *	*****	* * * * * *	* * * * *	* * * * * * *
Average Dela; ********	y (se *****	c/veh *****): *****	0.7 *****	* * * * *	Worst *****	Case .	Level ****	Of Se *****	rvice: *****	C[1 ****	5.4] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L ·	~ T	- R	Ŀ.	~ T	- R	Ъ	T	R	L ·	~ T	- R
Control	[Q-	top 9	ian	 9	top S	ian	ц Пр.	contr	olled	II Une	contr	olled
Righte.	J	Thel	nqe ràn	5	100 3 1001	nye Tân	on	Thel	ude	on	Incl	nqe
Tange :	0	11	0 0	0 /	U U	0 0	1 .	1 1 1	1 0	1 1)) THCT	n n
Lanes:	U 1	о т:	0 0	, U			· ــــــــــــــــــــــــــــــــــــ			· · ·	J <u>L</u>	
Volume Modula	1			11			11			11		1
Base Vol:	~. 31	Ω	48	Ο	Λ	Ο	0	953	15	46	916	0
Growth Adi.	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 Beat	31	1.00	1.00	1.00	1.00	1.00	1.00	053	1.00	46	916	00.1
Initial Dae:		0	40	0	0	0	0	200		0.F	010	0
Added Vol;	-11	0	0	0	0	0	0		-2	0	0	0
Passerbyvor:	1.4	0	0	0	0	0	0	050	10	46	016	0
Inicial fuc:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
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:	14	0	48	0	0	0	0	950	13	40	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	U	U	01.0	0
FinalVolume:	14	0	48		0	U	0	950	13	40	910	U .
Contrigal Can	Modu											
Critical Gap	110000. 6 0	د a. د م	6 0	WWWWWW	****	00000		VVVV	~~~~	4 1	~~~~	vvvvv
Curran eb:	0.0	0.5	0.9	*****						3.7	~~~~	~~~~~~
rorrowoprim:	5.5	4.0	5.5		~~~~	~~~~~		~~~~	~~~~~	۲۰۲ ۱۱۰۰۰۰۰۰۰۰	~~~~	
Conocity Mod	1						11					1
Capacity nous	1507	1065	400	~~~~			~~~~	~~~~	~~~~	963	~~~~	~~~~
Detent Can :	112	1200	521		~~~~	VUVVV	~~~~	VUVV	~~~~~	711	VVVV	VVVVV
Potent Cap.;	105	0Z 60	501		~~~~	~~~~~	~~~~	~~~~	VVVVV	711	VYVV	VUVVVV
Move cap:: Motel Cap:	700 T00	170	JJI	177	0.21	AAAAA WWWWW	AAAA VVVV	AAAA VVVV	VVVVV	777 11	~~~~	~~~~~
Total Cap;	223	1/0		C11	109	*****	~~~~	~~~~	AAAAA	0 06	AAAA UUUUU	VOVV
volume/cap:	0.00	0.00	0.09		****	XXXX	XXXX 		~~~~~	11		
Lovel Of Ser	vice >	Nodul.	5,				r 1			* *		1
Dever Or Serv 20au95thA,	AXAA ATCE I	YYYY	*****	XXXX	xxxy	*****	XXXX	XXXY	*****	0.2	XXXX	xxxxx
Control Del.	~~~~	~~~^	XXXXXX	VXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	10.4	XXXX	XXXXXX
TOS by Morros	^^^^	****	*****	*	*	*	*	*	*	1.1.3 P	*	*
Movement.	ፒም -	- TTP	- PT	T.TP -	- L.T.P	- RT	ፒ.ሞ -	- T.TP	— РТ	т.т -	- LTP	- BT
Charod Can .	TH.	710	- UT	лллл ПТ _	7777 1111	44444 11	777 - 111 -	AAAA 1117	VVVVV VI		XXXX	*****
Shared Cap::	AAAA	409 0 K	AAAAA VVVVVV	AAAA VVVVVV	~~~~	~~~~~	AAAA VYVVV	~~~~ VVVV	VAVVA	VAVV	XXXX	XXXXXX
Shareuyueue:	AAAAA UUUUUU	15 1	AAAAA	AAAAA VVVVV	~~~~	AAAAA VVVVV	VVVVV	AAAA VVVV	VVVVV	~~^^^	XXXXX	XXXXXX
SHEU CONDELS	~~~~~ *	10.4	XXXXA *	^^^X	∧∧∧∧ ≁	*****	*****	^~~ *	*****	*****	****	~~^^ *
Shared LUS:	~	15 ×	Ŷ			, î			~			
ApproachDel:		15.4		XX	XXXXX		X	XXXXX		X	×××××	
ApproachLOS:	د.د. س به به	C	استار باستان با	±	*	4.4.4.4.4.	*****	* • • • • • • •	******	******		******
**********	*****	****		*****	~ ~ ~ ~ ~ ~	*****	• * * * * * * * * * * * * * * * * * * *	*****		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		
Note: Queue :	report	ted 1: *****	5 TNO 1 ******	1umoer ******	OI Ca *****	ırs pe: ******	r 1ane. ******	• * * * * * *	* * * * * * *	* * * * * * *	****	******

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2030 AM			S	at Jan	14,	2017 0	7:07:5	6			Page	10-1
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
name name over over over other proof that they have have and			Level (Of Ser	vice	Comput	ation	Repor	t			
	2000 1	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
*********	****	* * * * *	*****	* * * * * *	*****	*****	*****	* * * * *	* * * * * *	* * * * * *	* * * * *	* * * * * * *
Intersection	#3 P2	ACFIC	/ YAN	KEE HI	LL.	an an an an an an an	. I I. de ale ale ale	a. a. a. a		ىلەر بىلەر بىلەر بىلەر بىلەر	ىلەر ئەر ئەر مەر بە	******
******	*****	- / h	* * * * * * * *	0 6	****	Novot	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			~~~~~~	0f 1	4 23
*****************	¥****	57 Ven *****) • * * * * * * *	U, U *****	*****	WUISL ******	******	*****	UL DE. *****	******		*******
Approach:	Not	cth B	ound	So	uth B	ound	E.	ast B	ound	W	est B	ound
Movement:	Ŀ	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	St	cop S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 () 1!	0 0	0	1 0	0 1	1. 1	0 1	1 0	1 1	01	1 0
Volumo Modul												
VOLUME MODULI	e: 0	0	0	8	0	27	60	941	Ω	0	935	25
Growth Adi.	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:	1.00	1,00	1.00	1.00	1.00	27	60	941	1.00	0	935	25
User Adi:	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 Adi:	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	8	0	27	60	941	0	0	935	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	27	60	941	0	0	935	25
											~	
Critical Gap	Modul	e:										
Critical Gp:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Mode	1620	2021	171	1520	2000	490	060	~~~~	~~~~		~~~~	vvvvv
Potont Can :	1022	2021	471 540	106	2009	532	712	~~~~	XXXXXX	VYYY	XXXX	XXXXX
Move Cap.	71	53	540	100	54	532	712	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
Total Cap:	163	149	xxxxx	223	162	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.05	0.08	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Serv	vice N	lodul	e:									
2Way95thQ:	XXXX	xxxx	XXXXX	XXXX	XXXX	0.2	0.3	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del::	XXXXX	XXXX	XXXXX	XXXXX	XXXX	12.1	10.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	В	В	*	*	*	*	*
Movement:	LT -	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	- RT	LT ·	- LTR	~ RT
Shared Cap.:	XXXX	0	XXXXX	223	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	21.7	XXXX	XXXXX	XXXXX	XXXX	*	XXXXX	*	*
Shared LOS:	· · ·	*	Ŷ	C	14 3	Ŷ	•		^	~ 		
Approachiog:	XX	`XXXX' *			с. г.т. Я		X.	••••• *		~~~~	^^^^ *	
***************	*****	****	******	*****	ر. :****	******	*****	* * * * * *	*****	*****	*****	******
Note: Oueue	report	ed is	s the r	umber	of ca	ars pe	r lane.					
*****	*****	****	* * * * * * *	*****	* * * * * *	* * * * * *	*****	*****	* * * * * * *	*****	*****	*****
2030 AM			S	at Jan	14,	2017 0	7:07:5	6			Page	11-1
------------------------------	---------------	----------------	------------------	------------------	-------------------	-------------------	---	----------------	----------------	-----------------	---------------	---------------------
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
*********	*****	****	*****	*****	*****	*****	*****	****	******	*****	* * * * *	******
Intersection ********	#3 Pi	ACFIC *****	/ YAN	KEE HI. *****	LL * * * * * *	* * * * * *	* * * * * *	****	* * * * * *	******	* * * * *	* * * * * * *
Average Dela ******	y (se ****	c/veh *****); ******	0.6	****	Worst *****	Case *****	Level *****	Of Se *****	rvice: *****	B[1 *****	4.3] ******
Approach: Movement:	No: L ·	rth B - T	ound - R	So L	uth B - T	ound - R	E L	ast B - T	ound - R	₩0 L ·	est B - T	ound - R
Control: Rights:	S1	top S Incl	ign ude	S:	top S Incl	ign ude 0 1	Un 1	contr Incl	olled ude	Uno 1 (contr Incl	olled ude 1 0
	1	~ <u>*</u> .					1					
Volume Modul	e:											,
Base Vol:	0	0	0	8	0	27	60	941	0	0	935	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:	0	0	0	8	0	27	60	941	0	0	935	25
Added Vol:	0	0	0	0	0	0	0	-4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	27	60	937	0	0	935	25
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	8	0	27	60	937	0	0	935	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0.00	0
rinalVolume:	0	0	0	8	0	21	60	931	0	0	935	23 السمامی
Critical Can	Modul	101					11			11		
Critical Gap	7 5	.е. б б	6 9	68	6.5	6.9	4.1	xxxx	*****	*****	xxxx	*****
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXXX	XXXXX	XXXX	XXXXX
Capacity Mod	ule:			•••						, ,		
Cnflict Vol:	1525	2017	469	1536	2005	480	960	xxxx	XXXXX	xxxx	XXXX	XXXXX
Potent Cap.:	81	58	541	107	59	532	712	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	72	53	541	100	54	532	712	XXXX	XXXXX	XXXX	XXXX	XXXXX
Total Cap:	163	149	XXXXX	224	163	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0,00	0.00	0,00	0.04	0.00	0.05	0.08	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Ser	vice N	Modul	e:				~ ~					
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.2	0.3	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	12.1	10.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LUS by Move:	* 7 m	* ד חוד	* D	* 	* 70010		۲m	* סיתיד _		א ד היי		- P4P
wovement:	ьт -	- LIK	~ KT	57 - 224	- LIK	- KT	TT.	- PLK	- KI	. 11 1	- PIK	- KI
Shared Cap.:	XXXX	V VVVV	XXXXX VVVVV	224 Ω 1	AAAA YYYYY	AAAAA YYVVV	XXXX XXXXX	AAAA XXYV	XXXXX	*****	XXXX	*****
Shareuyueue: Shrd ConDol:	~~~~~	AAAA VVVV	AAAAA VVVVV	21 7	~~~^	XXXXX	XXXXXX	XXXXX	XXXXXX	XXXXXX	XXXXX	XXXXXX
Shared LOG+	*****	* * ^^^	۸۸۸۸۸ *	ر م	* ^^^	******	*	00000 *	^^^^^ *	*	****	*
AnnroachDel·		*****		Ç	14.3		X	*****		x	XXXXX	
ApproachLOS.	A2	*****			B		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*		~~~~	*	
***********	****	*****	*****	* * * * * * *	ب *****	* * * * * *	* * * * * *	****	*****	* * * * * * *	*****	*****
Note: Queue	report	ted i:	s the 1	number	of ca	ars pe	r lane					
*****	*****	*****	*****	*****	*****	******	*****	*****	*****	*****	* * * * *	* * * * * * *

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2030 AM	M Sat Jan 14, 2017 07:07:56							Page 12-1				
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
			Level	Of Ser	vice	Comput	ation	Repor	t		*** *** -** ***	
*****	2000 .	HCM U	nsıgna. ******	112ea ******	Metno *****	d (Bas *****	e voiu *****	me Al' *****	ternat *****	1Ve) ******	* * * * *	******
Intereaction	#/ D	ACETO	አሮሮፑና	9								
********	#4 ε. *****	*****	******	J * * * * * *	* * * * *	*****	*****	****	* * * * * *	*****	****	******
Average Dela	y (se ****	c/veh *****): ******	0.4	* * * * *	Worst *****	Case	Level *****	Of Se. *****	rvice: *****	D[2 ****	5.1] ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	~ T	~ R	L	- Т	- R	L	- T	- R	L	- T	- R
Control:	S	top S	ign	S	top S	ign	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 0	0 1	0	0 1!	0 0	1	01	1 0	1	01	1 0
							~~~~~					
Volume Modul	e:											
Base Vol:	0	0	8	5	0	10	23	922	3	3	950	6
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	8	5	0	10	23	922	3	3	950	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:	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	8	5	0	10	23	922	3	3	950	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	5	0	10	23	922	3	3	950	6
Critical Gap	Modu	le:	<i>c</i>	~ -	~ ~	<b>C</b> 0						
Critical Gp::	XXXXX	XXXX	6.9	1.5	6.5	6.9	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim::	XXXXX	XXXX	3.3	3.5	4.0	3.3	4.4	XXXX	XXXXXX	2.2 		
	1						11			11000		
Capacity Mod	ure:		460	1466	1020	170	926	vvvv	<b>VVV</b> VV	025	~~~~	~~~~
Datast Cas	XXXX		5 A C	00 1400	1930	470 534	715	~~~~	~~~~~	720	VVVV	~~~~~
Morre Car .	~~~~	~~~~	540	20	63	534	715	VVVV	~~~~~	734	VVVV	××××××
Move Cap.:	~~~~	~~~~	0 01	0.06	0 00	0 024	0 03	VVVV	VVVV	0 00	VXXX	XXXX
vorume/cap.	1			11			11					
Lovel Of Ser	vice I	Modul	e٠	11			1 1					,
2Way05thO:	vvvv	XXXX	0.0	XXXX	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	XXXX	XXXXX
Control Del.	*****	XXXX	11.7	XXXXXX	XXXX	XXXXX	10.2	XXXX	XXXXX	9.9	XXXX	XXXXX
LOS by Move:	*	*	R	*	*	*	B	*	*	A	*	*
Movement:	1.1	- LTR	- RT	LT ·	~ LTR	- RT	LT ·	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	194	XXXXX	XXXX	xxxx	XXXXX	XXXX	XXXX	XXXXX
SharedOueue	XXXXX	XXXX	XXXXX	XXXXX	0.2	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	xxxx	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	XXXXX	25.1	XXXXX	XXXXX	xxxx	xxxxx	xxxxx	xxxx	XXXXX
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:		11.7			25.1		X	xxxxx		X	xxxxx	
ApproachLOS:		В			D			*			*	
*****	****	****	*****	*****	* * * * *	*****	*****	* * * * * *	*****	*****	****	* * * * * * *
Note: Queue	repor ****	ted i ****	s the 1 ******	number *****	of c. *****	ars pe *****	r lane ******	• * * * * * *	* * * * * * *	*****	* * * * *	*****

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2030 AM			S	at Jan	14,	2017 0	7:07:5	6			Page	13-1
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
and the over the body shall also over the part and .			Level	Of Ser	vice	Comput	ation	Repor	t			
2	000 H	CM Un	signal:	ized M	ethod	(Futu:	re Vol	ume A	lterna	tive) *****	****	******
Totovootion	# 4 D:	*****	3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	*****	*****	* * * * * *	******	* * * * *	* * * * * * *			
1ncersection	የዓ ይ/ *****	*****	,653JJA *****	5 ******	*****	*****	* * * * * * *	*****	* * * * * * *	*****	*****	******
Average Dela *********	y (seo	c/veh *****	): ******	0.3	*****	Worst *****	Case :	Level *****	Of Se: *****	rvice; *****	C[2	0.7] ******
Approach:	Not	rth B	ound	So	uth B	ound	Ea	ast B	ound	W	est B	ound
Movement:	L -	- T	- R	L	- T	- R	L ·	- T	- R	L 	- T	- R
Control:	' 	top S.	ign	, i S.	top S.	ign	Un Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0 (	0 0	0 1	0 0	0 1!	0 0	1 (	01	1 0	1 (	01	1 0
	J											
Volume Modul	е:										a - :	-
Base Vol:	0	0	8	5	0	10	23	922	3	3	950	6
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	8	5	0	10	23	922	3	3	950	6
Added Vol:	0	0	-8	0	0	0	0	0	-3	-3	0	U
PasserByVol:	0	0	0	0	0	10	0	0	0	0	050	U G
Initial Fut:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	922	1 00	0 1 00	950	1 00
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
PHE AGJ:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	422	1.00	1.00	1.00 050	1.00
Phr volume:	0	0	0	0	0	10	2.5	922 N	0	0	0.0	ň
FinalVolumo:	0	0	0	5	0	10	23	922	0	Ő	950	6
			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~									
Critical Gap	່Modນີ	le:								3 6		,
Critical Gp:	XXXXX	xxxx	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	XXXXX	XXXX	XXXXX
FollowUpTim:	xxxxx	XXXX	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Mod	ule:											
Cnflict Vol:	XXXX	XXXX	461	1460	1921	478	956	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	XXXX	XXXX	547	120	66	534	715	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	547	117	64	534	715	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	XXXX	XXXX	0.00	0.04	0.00	0.02	0,03	XXXX	XXXX		XXXX	XXXX
Level Of Ser	vice I	Modul	e:				A 1					
Zway95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	U.1	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	10.Z	***	*	*	*	*
LUS DY MOVE:	* * 00	* מיחד	- - TP CT	т ғ.	^ סידין	ר ידק	ני דידי	- ዓጥፓ	- PT	ጊም -	- T.MD	- RT
Movement:	LT '	- LIK	- KI	- 11 - 11	244	- AI	VVVV	AAAA	XXXXXX	XXXX	XXXX	XXXXX
Shared Ouevor	AAAA VVVVV	AAAA VVVV	*****	XXXXX	0.2	XXXXXX	*****	XXXX	XXXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel+	*****	****	 XXXXX	XXXXXX	20.7	XXXXX	XXXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS+	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	x	XXXXX			20.7		x	XXXXX		x	xxxxx	
ApproachLOS:	*24	*			C			*			*	
****	*****	****	*****	* * * * * *	*****	* * * * * *	*****	*****	* * * * * * *	*****	*****	******
Note: Queue	repor	ted i	s the 1	number	of ca	ars pe	r lane	•				
*******	*****	* * * * *	* * * * * *	* * * * * * *	* * * * *	*****	* * * * * * *	*****	* * * * * *	*****	* * * * *	******

2030 AM			Sa	it Jan	14,	2017 07	:07:5	6			Page	14-1
		CU	MULATIN 7571-01	/E AND L TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
and the set of the set of the set of the set			Level ()f Ser	vice	Computa	tion	Repor	t			
	Circu	lar 2	12 Plar	ning	Metho	d (Base	Volu	me Al	ternati	ve)	بلد بار بار بار بار	بل ماہ بلہ بلہ بلہ باہ باہ
Intersection	#5 P	***** Acifi	- st /	Ameri	can W	****** av	*****	****	******	*****	* * * * * *	******
******	*****	*****	******	*****	****	*******	****	*****	* * * * * * *	****	* * * * *	* * * * * * *
Cycle (sec): Loss Time (sec) Optimal Cycle	ec): e: *****	1	00 0 46 ******	* * * * *	* * * * *	Critic Averag Level	al Vo e Del Of Se	1./Caj ay (s rvice *****	p.(X): ec/veh) : *******	* * * * * * * *	0. xxx ****	507 xxx A ******
Approach: Movement:	No: L	rth Bo - T	ound - R	So: L	uth B - T	ound - R	L ·	ast B - T	ound - R	West Bound L - T - R		
Control: Rights:	P:	rotec Incl	ted ude	P:	rotec Incl	ted ude	P:	ted ude	P	rotec Incl	ted ude	
Min. Green:	0										0	0
Y+R;	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	ب ل 	J U		1 .			1	· · ·	1	1	·	
Volume Module	: 3:		1	ł		•	1		1	i		,
Base Vol:	63	19	35	34	40	135	67	697	172	62	761	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:	63	19	35	34	40	135	67	697	172	62	761	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:	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:	63	19	35	34	40	135	67	697	172	62	761	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	19	35	34	40	135	67	697	172	62	761	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:	63	19	35	34	40	135	67	697	172	62	/61	/
Seturation F			•				1		1	1		1
Sat/Lane.	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	0.35	0.65	1.00	0.23	0.77	1.00	1.60	0.40	1.00	1.98	0.02
Final Sat.:	1450	510	940	1450	331	1119	1450	2326	574	1450	2874	26
			 \								• • ••• •	
Capacity Anal	Lysis	Modu.	le:	0 00	A 10	0 1 2	0 05	0 20	0.20	0 04	0 26	0 26
VOL/Sat:	0.04	0.04	0.04	0.02	175	0.12	0.05	0.30	0.50	0.04	0.20	0.20
Crit Morros:	60 ****				C \ 1 * * * *			۰. ۲. ۲.		~***		
CLIC MOVES:	*****	*****	* * * * * * *	*****	*****	*****	*****	* * * * * *	*****	*****	****	******

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CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION												
Ci	lrcula	ar 21	Level C 2 Plann)f Serv	vice ethod	Computa (Futur	tion 1 e Volu	Report ume Al	t Lternat	ive)		
***********	****	*****	******	*****	* * * * *	* * * * * * *	* * * * *	* * * * * *	******	* * * * * *	*****	******
Intersection **********	#5 P/	Acifi	c St / ******	Ameri(can W *****	ay ******	* * * * * *	*****	******	*****	* * * * * *	******
Cycle (sec): Loss Time (se	ec):	1	00 0			Critic Averag	al Vol e Dela	l./Cap ay (se	o.(X): ec/veh)	:	0.9 xxxx	503 XXX
Optimal Cycle	2:		46			Level	Of Se:	rvice				A
Approach:	Noi 1	th Be	ound - R	Soi	uth B	ound - B	Ea Ea	ast Bo - T	ound - B	We T -	est Bo - T	ound - R
	••• ••••	_ر 						ـر با منه منه منه منه ن				
Control: Rights:	l: Protected Protected Protected ; Include Include Include											.ed ide
Min. Green:	n. Green: 0 0 0 0 0 0 0 0 0											0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (0 (1 0	1 (0 0	1 0	1 () 1	1 0	1 () 1	1 0
							[
Volume Module	:		0.5			100	~ ~	600	100	60	761	~1
Base Vol:	63	19	35	34	40	135	6/	697	1/2	b∠ 1 00	1 00	1 00
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:	63	19	35	34	40	135	b/ 0	697	172	62	701	0
Added Vol:	0	0	0	0	U	0	0	-8	-1	0	-3	0
PasserByVol:	0	10	0	0	10	1 2 5	0	600	171	62	750	1 1 1
Initial But:	63	19	1 00	1 00	40	1 00	1 00	1 00	1 00	1 00	1 00	1 00
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	750	1.00
PHF Volume:	63	19	35	34	40	132	10	880	1/1	02	100	0
Reduct VOI:	0	10	0 2 C	0	0	100	0 (7	0 600	171	60	750	ט ד
Reduced Vol:	03	19	1 00	34	40	1 00	1 00	1 00 9	1 00	1 00	1 00	1 00
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	195	1.00	1.00	1.00	1.00	750	1.00
finalvolume:	63	19	33 		40	100	1	009	1/1	1		·
Saturation Fl	OW MC	ndule		1			1		i	1		1
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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
Lanos *	1 00	0.35	0.65	1.00	0.23	0.77	1.00	1.60	0.40	1,00	1.98	0.02
Final Sat.	1450	510	940	1450	331	1119	1450	2323	577	1450	2873	27
Capacity Anal	ysis	Modu	le:									
Vol/Sat:	0.04	0.04	0.04	0.02	0.12	0.12	0.05	0.30	0.30	0.04	0.26	0.26
Crit Volume:	63				175			430		62		
Crit Moves:	****				* * * *			****		* * * *		
**********	****	****	*****	*****	*****	******	* * * * * *	*****	******	*****	****	******

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		CU	MULATIV 7571-03	/E AND l TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
And the size has been also also the time took any			Level (Of Ser	vice	Comput	ation	Repor				
	2000	нсм и	nsignal	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
*****	* * * * *	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * *	* * * * * *	* * * * *	******
Intersection *****	#6 G	ROVE * * * * *	/ ACCES	3S *****	****	*****	*****	****	******	* * * * * *	* * * * *	* * * * * * *
Average Dela	y (se *****	c/veh *****); ******	1.7	*****	Worst *****	Case :	Level ****	Of Se: *****	rvice:	A[*****	8.9] ******
Approach	No	rth B	ound	So	uth B	ound	E	ast B	ound	W	est B	ound
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	~ T	- R
Control:	Un	contr	olled	Un	contr	olled	S	top S	ign	S	top S	ign
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	01	0 0	0	01	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Modul	e:			<u>^</u>		~	~	0	~	* *	0	
Base Vol:	0	60	4	2	58	0	0	0	1 00	1 00	1 00	1 00
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	60	4	2	58	0	0	0	0	1 00	1 00	1 00
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	60	4	2	58	0	0	0	0	11	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	. 0	60	4	2	58	0	0	0	0	11	0	17
Cuitical Car	Madu					hara 34ar 448 448 448 Ard 468						
Critical Gap	Moau.	re:		4 1		****				6 1	6 5	62
Critical Gp:	XXXXX	XXXX		4.1	****	~~~~~	~~~~~	~~~~	~~~~~	7 5	4 0	2.2
FOITOWUPTIME	XXXXX 			<u>۲</u> ۰۲ - ۲	~~~~~		1	~~~~~		J.J 		
Capacity Mod	ule:		,				* 1			1 1		,
Cnflict Vol:	xxxx	xxxx	XXXXX	64	XXXX	XXXXX	xxxx	XXXX	XXXXX	124	124	62
Potent Cap.:	XXXX	xxxx	XXXXX	1538	xxxx	XXXXX	xxxx	xxxx	XXXXX	871	766	1003
Move Cap.:	xxxx	XXXX	XXXXX	1538	XXXX	XXXXX	XXXX	xxxx	XXXXX	870	765	1003
Volume/Cap:	XXXX	XXXX	XXXX	0.00	XXXX	XXXX	XXXX	XXXX	XXXX	0.01	0.00	0.02
Level Of Ser	vice I	Modul	e:									
2Wav95thO:	XXXX	xxxx	XXXXX	0,0	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	xxxxx	xxxx	XXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	\mathbf{LT} .	- LTR	- RT	LT	- LTR	- RT
Shared Cap :	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	xxxx	XXXXX	XXXX	946	xxxxx
SharedOueue:	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	0.1	XXXXX
Shrd ConDel:	XXXXX	XXXX	XXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	8.9	XXXXX
Shared LOS	*	*	*	A	*	*	*	*	*	*	А	*
ApproachDel:	x	xxxxx		x	XXXXX		x	XXXXX			8.9	
ApproachLOS:		*		•••	*			*			A	
*****	****	* * * * *	******	*****	****	*****	*****	* * * * * *	* * * * * *	* * * * * *	*****	******
Note: Oueue	repor	ted i	s the r	number	of c	ars pe	r lane					
******	*****	*****	******	*****	****	*****	* * * * * *	* * * * * *	*****	*****	*****	******

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2030 AM			Se	at Jan	14,	2017 07	:07:5	6			Page	18-1
		CUI	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
une and man the blac the time and the blac topy by	una ena sud-Mde juat di		Level (Of Ser	vice	Computa	tion	Repor	t			
	2000	HCM 4	4-Way :	Stop M	ethod	(Base	Volum	e Alt	ernativ	Je)		
* * * * * * * * * * * *	*****	*****	* * * * * * *	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *	*****	*****	******
Intersection	#7 GF	ROVE	ST / CI	EDAR S' * * * * * *	Γ * * * * *	* * * * * * * *	*****	* * * * *	******	*****	*****	******
Cycle (sec):		1 (nn			Critic	al Vo	1. /Ca	n. (X) :		0.	263
Loss Time (s	ec) ·		0			Averao	a Del	av (a)	ec/veh)		<i>.</i>	8.7
Optimal Cuch	a +		0 0			Level	Of Se	rvice	•	•		Δ
*************	- + * * * * * * *	****	******	*****	* * * * *	******	*****	*****	• * * * * * * * *	*****	* * * * *	******
Approach:	Nor	rth Bo	ound	So	ith B	ound	Ea	ast B	ound	We	est B	ound
Movement:	T	- T	- R	T.	- Т	- R	τ	- Т - Т	R	L ·	- т	~ R
Control:	St	top St	ian	S'	top S	ign .	St	top S.	iqn	S	top S	ign
Rights:		Inclu	ıde		Incl	ude		Incl	ude		Incl	ude
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 C	1 0	0 () 1!	0 0
											· ··· ·· ·· ·· ··	
Volume Module	e:											
Base Vol:	25	40	154	7	50	1	0	37	1	138	47	5
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	40	154	7	50	1	0	37	1	138	47	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:	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:	25	40	154	7	50	1	0	37	1	138	47	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	154	7	50	1	0	37	1	138	47	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:	. 25	40	154	7	50	1	. 0	37	1	138	4/	5
Saturation F.	low Mc	dule:	:									
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:	0.11	0.18	0.71	0.12	0.86	0.02	0.00	0.97	0.03	0.72	0.25	0.03
Final Sat.:	95	152	586	87	624	12	0	695	19	532	181	19
Conneity Ana										ŧ		
Vol (Sate	0 26	n 26	0.26	0 08	0 08	0 08	v vvv	0 05	0 05	0.26	0.26	0.26
Crit Movee	0.20	****	0,20	0.00	****	0.00	12121313	****	0.00	0.20	****	0120
Delay/Veh:	85	85	85	8 1	8 1	8.1	0.0	8.0	8.0	9.2	9.2	9.2
Delay Adi:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	0.0	8.0	8.0	9.2	9.2	9.2
LOS by Move:	Ā	A	A	A	A	A	*	A	A	A	А	A
ApproachDel:		8.5			8.1			8.0			9,2	
Delay Adi:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.1			8.0			9.2	
LOS by Appr:		А			A			A			А	
AllWayAvqQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3
******	* * * * * *	****	*****	*****	****	* * * * * * *	* * * * * *	****	******	*****	****	******
Note: Queue	report *****	ed is	s the r	number	of c.	ars per ******	lane.	*****	* * * * * * *	*****	****	******

2030 AM			Sa	at Jan	14,	2017 0'	7:07:5	6			Page	19-1
		CU	MULATI 7571-0	/E AND L TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT			
	4000 Ann 460 ⁴ 1944 Ann -		Level (Of Ser	vice	Computa	ation	Repor	t			
	2000	HCM 4	-Way St	сор Ме	thod	(Future	e Volu	me Al	ternat:	ive)		
*********	*****	*****	******	*****	*****	******	*****	* * * * *	* * * * * * * *	*****	* * * * *	*****
Intersection	#7 G	ROAF	ST / Cl	SDAR S	T 4 +	***	د	*****	******		*****	******
Cualo (coc):		1	00 00			Critic	al Vo	1 / 0 5	n (V) •		م ۽ م ۽ م ن م	257
Loss Time (se	ec):	.	0			Avera	ie Dela	av (s	ec/veh)		0.1	8.6
Optimal Cvcl	e:		0			Level	Of Se	rvice	:	•		A
****	****	* * * * *	* * * * * * *	*****	* * * * *	*****	*****	****	*****	*****	*****	******
Approach:	No	rth B	ound	So	uth B	ound	Ea	ast B	ound	W	est Bo	ound
Movement:	L	- T	- R	L	- Т	– R	Ъ-	- т	R	L	- T	- R
Control:	S	top S	i.gn	S	top S	ign	St	top S	ign	S	top S	ign
Rights:	-	Incl	ude	•	Incl	ude	0	Incl	ude	~	Inclu	lde
Min. Green:	0	0	0	0	0	0	0	, U	1 0	0	0	
Lanes:	1	0 1!	0 0	0	0 1:	0 0	U U		1 U	0	U 1:	
Volume Module	a.			1			1			1		1
Base Vol:	25	40	154	7	50	1	0	37	1	138	47	5
Growth Adi:	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	40	154	7	50	1	0	37	1	138	47	5
Added Vol:	0	0	-3	0	Õ	ō	0 0	-1	0	-9	-2	0
PasserByVol:	õ	õ	Õ	Ő	ŏ	Ő	0	0	0	0	0	0
Initial Fut:	25	40	151	7	50	1	Ő	36	1	129	45	5
User Adi:	1 00	1 00	1 00	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE Adi.	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1,00	1.00	1.00	1.00	1.00
PHE Volume.	25	40	151	1,00	50	1	0	36	1	129	45	5
Reduct Vol:	2.J	10	101	, 0	0	0	0	Ő	0	0	Ő	0
Reduced Vol:	25	40	151	7	50	1	Ő	36	1	129	45	5
PCE Adi	1 00	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUE Adi.	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.	25	40	151	7	50	1	1.00	36	1	129	45	5
		·····		1			1				~~~~~~	
Saturation F	low Me	odule	:	•		•	•		•			
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:	0.12	0.18	0.70	0.12	0.86	0.02	0.00	0.97	0.03	0.72	0.25	0.03
Final Sat.:	97	156	588	88	630	13	0	698	19	530	185	21
		، بعد مدر سد بن بد										
Capacity Ana	lysis	Modu	le:									
Vol/Sat:	0.26	0.26	0.26	0.08	0.08	0.08	XXXX	0.05	0.05	0.24	0.24	0.24
Crit Moves:	****				****				* * * *	****		
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	0.0	8.0	8.0	9.1	9.1	9.1
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:	8.5	8.5	8.5	8.1	8.1	8.1	0.0	8.0	8.0	9.1	9,1	9.1
LOS by Move:	A	A	А	A	A	A	*	A	A	A	A	A
ApproachDel:		8.5			8.1			8.0			9,1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.1			8.0			9.1	
LOS by Appr:	_	A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3
******	****	*****	******	*****	~ * * * *	******				*****		
NOTE: Queue :	*****	tea 1: *****	5 LNE I ******	1unwef *****	OL C:	******* ara het	. Lane. ******	• * * * * * * :	******	*****	*****	******

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:51

CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

			Sc	enari	io f	Report
Scenario:	CUM	PM	PLUS	PROJ	NO	CONN

Command:	Default Command
Volume:	PM CUM WITH PACIFIC
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	GP PM
Trip Distribution:	CURRENT
Paths:	NO CLOVER
Routes:	Default Route
Configuration:	Default Configuration

CUM	PM	PLUS	PROJ	NO	CONN	Sat	Jan	14,	20	17 07	1:2	9:51			Page :	2-1
					CUMUL 757	ATIVE 1-01 1	AND LA:	CUMI QUAI	JLA RRY	TIVE ROW	MII SU	NUS PROJ BDIVISIO	ECT N			
						Tri	.p G€	enera	ati	on Re	epo	rt				
						E	orec	cast	fo	r GP	PM					
Zon∈ ∦	s Sı	ıbzone		Ar	nount	Units	;			Rate In]	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
		IARRY	ROW		64.00	sfr				-0.6	·	~0.37	-40	-24		100.0
		Zo	ne 1() Si	ubtota	L	* * * *				••		-40	-24	-64	100.0
TOTA	L,										• •		-40	-24	-64	100.0

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:51

CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

Trip Distribution Report

Percent Of Trips CURRENT

					То	Gates					
	1	2	3	4	5	6	7	8	9	10	11
Zone							··· ··· ··· ··· ···				
1	9.0	4.0	18.0	11.0	10.0	8.0	8.0	14.0	6.0	0.0	0.0
2	10.0	0.0	20.0	0.0	0.0	0.0	55.0	0.0	0.0	10.0	5.0
6	20.0	0.0	24.0	5.0	0.0	0.0	2.0	0.0	5.0	2.0	2.0
7	20.0	0.0	24.0	5.0	0.0	0.0	2.0	0.0	5.0	2.0	2.0
9	1.0	0.0	19.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	25.0	10.0	0.0	2.0	26.0	0.0	0.0	0.0	2.0
12	10.0	0.0	20.0	0.0	0.0	0.0	55.0	0.0	0.0	10.0	5.0
13	5.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	9.0	0.0	17.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	9.0	0.0	14.0	4.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0
				To Gat	es						
-	12	13	14	15	16	17	18	19			
Zone											
1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0			
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
7	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0			
9	0.0	43.0	7.0	10.0	0.0	9.0	9.0	0.0			
10	0.0	0.0	5.0	10.0	0.0	10.0	5.0	5.0			
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
13	0.0	0.0	1.0	0.0	0.0	0.0	82.0	0.0			
14	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0			
15	0.0	0.0	0.0	0,0	0.0	0.0	56.0	0.0			

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:51

CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION

Turning Movement Report

GP PM

Volume	No	orthbo	und	Sc	outhbo	ound	E	astbou	ınd	We	estboi	ınd	Total
Туре	Left	Thru 1	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
						2							
#1 Paci	ific S	St / M.	idas A	ve									
Base	35	90	34	449	136	100	128	826	53	82	741	537	3211
Added	0	0	0	-5	0	0	0	-12	0	0	-8	-3	-28
Total	35	90	34	444	136	100	128	814	53	82	733	534	3183
#2 PACI	(FIC /	/ GROVI	E										
Base	30	0	39	0	0	0	0	1457	27	42	1198	0	2793
Added	-10	0	-1	0	0	0	0	-10	-7	0	0	0	-28
Total	20	0	38	0	0	0	0	1447	20	42	1198	0	2765
* > > > >													
#3 PACE	sic 7	IANKE	E HILL	26	0	66	00	1 47 4	0	0	1105	11	2772
Base	0	0	0	20	0	55	22	14/4	0	0	1100	11	11
Added	0	0	U	U	0	0	0	-11	0	10	0	0	-11
Passby	ъ С	U	1	0	U	U 5 5 5	0	1400	Ö	10	1105	11	22
Total	8	U	T	20	0	33	22	1400	0	10	1100	7 7	2193
#4 PACI	FIC AC	CESS											
Base	0	0	8	0	0	0	3	1486	11	13	1196	0	2717
Added	0	0	~8	0	0	0	0	0	-11	-13	0	0	-32
Total	0	0	0	0	0	0	3	1486	0	0	1196	0	2685
#5 PAci	lfic S	St / Ai	merica	n Way									
Base	151	79	136	17	38	63	81	1283	131	136	997	25	3137
Added	-1	0	0	0	0	0	0	-7	0	0	-12	0	-20
Total	150	79	136	17	38	63	81	1276	131	136	985	25	3117
#6 CROI	15 / 7	0.00223											
Bago	ים, בי ח	54	q	7	60	0	0	0	0	6	0	11	147
Addad	0 N	-1	9	-7	0	ñ	ŏ	Ő	ň	-6	Ő	-11	-34
Total	0	53	n n	0	60	0	õ	Ő	Õ	Õ	Ő	0	113
IOCUI	v		v	~	00	Ū	Ŭ	•		Ŷ	-		
#7 GROV	/E ST	/ CED	AR ST										
Base	3	12	135	5	10	1	1	28	2	177	77	9	460
Added	0	0	-8	0	0	0	0	-2	0	4	-1	0	-15
Total	3	12	127	5	10	1	1	26	2	173	76	9	445
48 Pool	lin E	d/M	avers	94									
8300 NUCI	۲. ۲.۲.۲ ۸۴	1205	- 265 - 265	56	1340	Ę	10	0	19	271	3	35	3355
Dase Addad	0 F 0	A	20J _7	0	-2	0	ں۔ ا	ő	Ű.	-4	ő	0	-17
Total	46	1301	258	56	1338	v ج	10	0 0	19	267	š	35	3338
iocar	40	TOOT	2.00	50	T000	5	±0	0	1.7		~		~~~~

CUI	41	PM PLUS	PROJ	NO	CONN	Sat	Jan	14,	2017	07	:29:5	5			Page 5-	-1
					CUMULA 757:	ATIVE 1-01 1	AND CLA:	CUM(QUAF	JLATIV RY RO	E I W :	MINUS SUBDI	PR(VIS)JECT ION			
						Imŗ	pact Leve	Anal el Of	lysis E Serv	Rep ice	port e					
Int	:ei	rsectior	1					.	B Del	ase /	e V/	* /	Fu Del	ture / V/	Chang in	je
Ħ	1	Pacific	s St /	′ Mi	ldas Av	ve		C	xxxxx	0	.731	C L(xxxxx xxxxx	0.724	-0.008	V/C
Ħ	2	PACIFIC	C / GR	OVE	6			D	32.0	0	.234	D	26.6	0.154	-5.415	D/V
Ħ	3	PACFIC	/ YAN	IKEE	E HILL			С	19.7	0	.160	Е	45.4	0.215	+25,728	D/V
#	4	PACFIC	ACCES	s				С	15.4	0	.029	В	11.2	0.005	-4.139	D/V
#	5	PAcific	cSt/	' An	nericar	n Way		С	XXXXX	0.	.755	С	xxxxx	0.752	-0.003	V/C
Ħ	6	GROVE /	ACCE	ss				A	8.9	0.	.011	A	0.0	0.000	-8.862	D/V
Ħ	7	GROVE S	ST / C	EDF	AR ST			A	8.8	0.	. 332	A	8.8	0.324	-0.008	V/C
Ħ	8	Rocklin	n Rd /	' Me	evers S	Bt		F	165.9	1.	, 388	F	163.2	1.378	-0,009	v/c

CUM PM PLUS	PROJ	NO CO	NN Sa	at Jan	14,	2017 07	:29:5	5			Page	6-1
		CU	MULATI 7571-01	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
			Level (Of Ser	vice	Computa	tion	Repor	t			
	Circu	lar 2	12 Plar	nning l	Metho	d (Base	Volu	me Al	ternati	ve)		
Intersection	#1 P	acifi	c St /	Midas	Ave	******	****	****	******	****	* * * * *	******
*****	****	*****	******	******	****	******	*****	****	* * * * * * *	*****	* * * * *	* * * * * * *
Cycle (sec):		1	00			Critic	al Vo	1./Ca	p.(X):		0.	731
Loss Time (so	ec):		0 0 E			Averag	e Del	ay (s	ec/veh)	:	XXX	XXX
vptimal cycle	8: *****	****	****** 80	*****	****	******* rever	VI 50	***** *****	; * * * * * * * *	*****	* * * * *	U ******
Approach:	No	rth B	ound	So	uth B	ound	E	ast B	ound	We	est B	ound
Movement:	L ·	- T	- R	L ·	- Т	- R	L ·	- T	- R	L ·	~ T	- R
			~~~~						[ 			 h.a.d
CONTROL:	sp.	IIC P Incl	nase udo	Sp.	Tano	nase ro	E.	Incl	ude	Ľ	LOEGC. UA1	τεα
Min. Green:	0	11101	uue 0	0	19110	1.e 0	0	1101	nne D	0	0	0
Y+R:	4.0	4.0	4.Ŏ	4.0	4.0	4.0	4.0	4.Õ	4.0	4.0	4.0	4.Õ
Lanes:	1 (	0 1	0 1	1 (	01	01	1 (	01	1 0	1 (	02	0 1
	[		l						1	f		(
Volume Module	э:											
Base Vol:	35	90	34	449	136	100	128	826	53	82	741	537
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	1 00	1 00	449	1 00	100	1 00	3 00	1 00	1 00	141	1 00
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHE AGJ:	1.00	1.00	T.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	7.00	1.00
PHF VOLUME:	33	90	24	449	130	0	021	020	55	02	741	557
Reduct VOI:	35	0	34	440	176	0	120	826	52	82	741	537
PCE Adi.	1 00	1 00	1 00	1 00	1 00	0 00	1 00	1 00	1 00	1 00	1 00	1 00
MIE Adi	1.00	1 00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	90	34	449	136	0	128	826	53	82	741	537
Saturation F	low Mo	odule	:									
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2725	175	1450	2900	1450
Canacity Anal	lucie	Modu	 10:					~ ~ ~ ~ ~ ~ <b>-</b>				
Vol/Sat:	0.02	0.06	0.02	0.31	0.09	0.00	0.09	0.30	0.30	0.06	0.26	0.37
Crit Volume:	J + V L	90	VI V4	449	5.00		5.50	5.50	440	82		~ • • • /
Crit Moves:		****		* * * *					****	****		
*****	* * * * * *	* * * * *	******	*****	****	******	* * * * * *	*****	******	* * * * * * *	*****	******

CUM PM PLUS 1	PROJ I	40 COI	NN Se	ıt Jan	14,	2017 07	:29:5	5			Page	7-1
	** *** *** *** *	CUI	MULATIV 7571-01	E AND TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJI VISIO	ECT 1			
and and the set and out out one and and on			Level C	of Ser	vice	Computa	tion 1	Report				
C	ircula	ar 21:	2 Plann	ing M	ethod	(Futur	e Volı	ume A.	lternat	ive)		مل ملہ بلہ بلہ بلہ بار
Intersection	#1 Pa	acifi	c St /	Midas	Ave	******	*****	*****	******	*****		
	****	*****	* * * * * * * `^	****	* * * * *	Cwitia		1 /0~~	· /v\ ·	~ ~ ~ ~ ~ ^ /		701
Loss Time / Sec/:		ΤV	0			Averao	at vo. a Dal:	L./Cap	$p_{(A)}$		V • •	124 299
Optimal Cycle	a.	s	22			Level	Of Set	rvice:		•	mm	C
obernar clere	· ·	*****	******	*****	*****	******	*****	*****	• ******	* * * * * *	*****	~ ******
Approach	Not	rth Bo	ามทุต	So	uth B	hund	E	ast Bo	und	We	est Bo	ound
Movement:	Т	- Т	- R	L.	– T	- R	L -	- T	- R	L -	- T	- R
			1								* *** *** *** **	
Control:	Sol	tit Pl	nase	Sp:	lit P	nase ,	, Pi	rotect	ed		otect	ced
Rights:		Inclu	ıde	- 1	Igno	re		Inclu	ıde		Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 (	) 1	0 1	1 (	01	0 1	1 (	01	1 0	1 (	) 2	0 1
									1			
Volume Module	e:											
Base Vol:	35	90	34	449	136	100	128	826	53	82	741	537
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	90	34	449	136	100	128	826	53	82	741	537
Added Vol:	0	0	0	-5	0	0	0	-12	0	0	-8	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	90	34	444	136	100	128	814	53	82	733	534
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	90	34	444	136	0	128	814	53	82	/33	534
Reduct Vol:	0	0	0	0	120	0	100	0	U 5 C	0	U 722	504
Reduced Vol:	35	90	34	444	130	0 00	128	814	23	1 00	133	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1 00
MLE ACJ:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1,00	1.00	1.00	534
Finalvolume:	35	90	34	444	130		120	014		1	155	
Saturation F		dulo				1	1		. 1	2		1
Saturation r	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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
Langer	1 00	1 00	1 00	1 00	1.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat	1450	1450	1450	1450	1450	1450	1450	2723	177	1450	2900	1450
Capacity Anal	lvsis	Modui	le:				•					
Vol/Sat:	0.02	0.06	0.02	0.31	0.09	0.00	0.09	0.30	0.30	0.06	0.25	0.37
Crit Volume:		90		444					434	82		
Crit Moves:		* * * *		****					****	****		
******	*****	****	******	*****	*****	*****	*****	*****	*****	*****	*****	******

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:55 Page 8-1 ______ CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Intersection #2 PACIFIC / GROVE Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[ 32.0] ****** Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R ______ Control:Stop SignStop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeIncludeLanes:0010000 Volume Module: 30 0 0 0 1457 27 42 1198 39 0 0 0 Base Vol: Initial Bse: 30 0 39 0 0 0 0 1457 27 42 1198 0 PHF Volume:300390000145727421198Reduct Vol:0000000000FinalVolume:300390000145727421198 0 0 0 Critical Gap Module: FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx Capacity Module: Potent Cap.: 41 19 358 xxxx xxxx xxxx xxxx xxxx xxxx 449 xxxx xxxx 
 Move Cap.:
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 Total Cap:
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 x _____ Level Of Service Module: LOS by Move: * * * * * * * * * * B * * Movement: LT - LTR - RT B * * 
 Shared LOS:
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 ApproachDel: 32.0 ApproachLOS: D Note: Oueue reported is the number of cars per lane. 

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CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:55 Page 9-1 CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #2 PACIFIC / GROVE ************************ Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[ 26.6] Approach: North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - R L - T - R Movement: ______ Control:Stop SignStop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeInclude Lanes: _____| Volume Module: 30 0 39 0 0 1457 42 1198 0 0 0 27 Base Vol: 0 0 1457 42 1198 Initial Bse: 30 0 39 0 0 27 0 0 -1 -10 0 0 0 0 0 0 0 0 -10 -7 0 0 0 Added Vol: 0 0 0 0 0 1447 0 0 0 0 20 0 0 0 0 PasserBvVol: 38 20 42 1198 0 Initial Fut: 

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 Potent Cap.:
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 Move Cap.:
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 Total Cap:
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 Level Of Service Module: LOS by Move: * * * * * * * * * * B * * Movement: LT - LTR - RT Shared LOS: * D * * * * * * * * * * * ApproachDel: 26.6 ApproachLOS XXXXXX XXXXXX XXXXXX * ApproachLOS: Note: Queue reported is the number of cars per lane. 

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:55 Page 10-1 CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Intersection #3 PACFIC / YANKEE HILL Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[ 19.7] Approach: North Bound South Bound East Bound West Bound L-T-R L-T-R L-T-R Movement: Control:Stop SignStop SignUncontrolledRights:IncludeIncludeIncludeLanes:0010 Volume Module: 22 1474 0 1185 0 0 0 26 0 55 0 11 Base Vol: Initial Bse: 0 0 0 26 0 55 22 1474 0 0 1185 11 

 PHF Volume:
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 Move Cap:
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 579 xxxx xxxxx
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 Total Cap:
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 103 xxxxx
 xxxx xxxx xxxx
 xxxx xxxx xxxx

 Volume/Cap:
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 -----|-----||------||-------||--------|| Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx 0.4 0.1 xxxx xxxx xxxx xxxx xxxx 14.2 11.5 xxxx xxxx xxxx xxxx xxxx Control Del:xxxxx xxxx xxxxx xxxxx xxxx LOS by Move: * * * * * B B * * * * * LT - LTR - RT Movement: D * * * * * * * Shared LOS: * * * 19.7 XXXXXX * XXXXXX ApproachDel: xxxxxx * C ApproachLOS: Note: Queue reported is the number of cars per lane. 

CUM PM PLUS PROJ NO CONN Sat Jan 14, 2017 07:29:55 Page 11-1 CUMULATIVE AND CUMULATIVE MINUS PROJECT 7571-01 TLA: QUARRY ROW SUBDIVISION Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #3 PACFIC / YANKEE HILL Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[ 45.4] ************ Approach: North Bound South Bound East Bound West Bound L - T - R L - T - R L - T - RMovement: Control:Stop SignStop SignUncontrolledUncontrolledRights:IncludeIncludeIncludeIncludeLanes:0010110110 Volume Module: Base Vol:0002605522147400118511Growth Adj:1.001.001.001.001.001.001.001.001.001.00 0 0 0 1185 22 1474 0 Initial Bse: 0 0 0 26 0 55 11 0 0 8 0 8 0 0 1 1 0 0 0 0 26 0 0 0 0  $\begin{array}{ccc} 0 & -11 \\ 0 & 0 \end{array}$ 0 0 0 0 Added Vol: 8 8 0 16 0 PasserByVol: 55 22 1463 16 1185 Initial Fut: 11 

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 AAAA Volume/Cap: 0.09 0.00 0.00 0.21 0.00 0.12 0.04 xxxx xxxx 0.04 xxxx xxxx Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx 0.4 0.1 xxxx xxxx 0.1 xxxx xxxx Control Del:xxxxx xxxx xxxxx xxxxx 14.2 11.5 xxxx xxxxx 13.2 xxxx xxxxx LOS by Move: * * * * * B B * * B * * Movement: LT - LTR - RT Shared LOS: * E * E * * * * * * * * ApproachDel: 45.4 ApproachLOS: E 23.4 XXXXXX XXXXXX E С ÷ ApproachLOS: Note: Queue reported is the number of cars per lane. 

CUM PM PLUS	PROJ	NO CO	NN S	at Jan	14,	2017 0	7:29:5	5			Page	12-1
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE	MINUS SUBDI	PROJ VISIO	ECT N			
			Level	of Ser	vice	Comput	ation	 Repor				
	2000	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
* * * * * * * * * * *	*****	* * * * *	*****	* * * * * *	* * * * *	* * * * * *	*****	****	*****	*****	* * * * *	* * * * * * *
Intersection	1 #4 P	ACFIC	ACCES	S								
**********	*****	*****	******	******	* * * * *	*****	*****	*****	*****	*****	*****	******
Average Dela	ıy (se ⁺⁺****	c/veh	): 	0.1 ******	*****	Worst	Case	Level	Of Se	rvice:	C[ 1	5.4]
Approach	No	rth R	ound	SO.	uth B	ound	 T	set R	ound	ស	oet B	ound
Movement:	T,	- т	– R	т.	асн в — т	- R	T.	აალ ო	- R	T. "	сас D – Т	- R
				11		······································						
Control:	S	top S	iqn	S'	top S	ian	Un	contr	olled	Un	contr	olled
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	0 0	0 1	0	0 1!	0 0	1	$0 \ 1$	1 0	1	0 1	1 0
Volume Modul	e:											
Base Vol:	0	0	8	0	0	0	3	1486	11	13	1196	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	0	8	0	0	0	3	1486	11	13	1196	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	0	8	0	0	0	3	1486	11	13	1196	0
Reduct Vol:	U	0	0	U	0	0	0	1 1 0 0	0	10	1100	0
FinalVolume:	0	0	8	U	0	0	3	1486	11	11	1190	0
Critical Can	Modu	10.					11					
Critical Gap	vvvvv	1C.	6 9	75	65	69	1 1	vvvv	vvvvv	1 1	~~~~	~~~~
FollowInTim.	*****	××××	33	35	4 0	33	2.2	****	XXXXXX	2 2	XXXX	XXXXXX
			~									
Capacity Mod	ule:											•
Cnflict Vol:	XXXX	XXXX	749	1971	2725	598	1196	XXXX	XXXXX	1497	XXXX	XXXXX
Potent Cap.:	XXXX	XXXX	355	37	20	445	579	xxxx	XXXXX	444	xxxx	XXXXX
Move Cap.:	xxxx	xxxx	355	35	20	445	579	XXXX	xxxxx	444	XXXX	XXXXX
Volume/Cap:	XXXX	XXXX	0.02	0.00	0.00	0.00	0.01	XXXX	XXXX	0.03	XXXX	XXXX
Level Of Ser	vice N	Modul	е:									
2Way95thQ:	XXXX	XXXX	0.1	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.1	XXXX	XXXXX
Control Del:	XXXXX	XXXX	15.4	XXXXX	XXXX	XXXXX	11.2	XXXX	XXXXX	13.4	XXXX	XXXXX
LOS by Move:	*	*	С	*	*	*	B	*	*	В	*	*
Movement:	LT ·	- LTR	- RT	LT ·	- LTR	- R1	ĽT -	- LTR	- R'I'	L'l' -	- LTR	– R1
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
snaredQueue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
snra ConDel:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Snared LOS:	*	× ۱۲ ×	*	*	*	*	*	*	*	*	*	×
Approachuel:		15.4		XX	XXXXX v		X	XXXXX		XX	XXXXX	
**************************************	*****	U *****	* * * * * * *	******	*****	*****	******	*****	******	*****		******
Note: Oueue	renor	ted i	s the r	number	of	ars pe	r lane					
*****	*****	*****	******	******	*****	******	*****	* * * * * * 1	*****	*****	* * * * * *	******

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CUM PM PLUS	PROJ	NO CO	NN S	at Jan	14,	2017 0	7:29:5	5			Page	13-1
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
		*** **** **** ***	Level	Of Ser	wice	Comput	ation	Renor	+			
2	2000 н	CM Un	signal	ized M	ethod	(Futu	re Vol	ume A	lterna	tive)		
- * * * * * * * * * * * *	*****	*****	*****	* * * * * *	****	* * * * * *	*****	*****	*****	*****	* * * * *	* * * * * * *
Intersection	1 #4 P	ACFIC	ACCES	S ******	*****	*****	*****	****	* * * * * *	*****	* * * * *	******
Average Dela ********	y (se	c/veh *****	): *****	0.0	****	Worst *****	Case :	Level *****	Of Se *****	rvice: *****	B[ 1 *****	1.2] ******
Approach: Movement:	No: L	rth B - T	ound - R	Sou L	uth B - T	ound – R	E L	ast B - T	ound - R	We L	est B - T	ound - R
Control	 C:	top s	ian		ton s	 i an	[] []n:	contr	olled	 (In)		 011ed
Dighte:	0	Thel	nqa	0	Incl	uda	010	Incl	ude	011	Incl	nqe
Lanes:	0	0 0	0 1	0 0	) 11	0 0	1 1	0 1	1 0	1 1	0 1	1 0
					· · · · · · · · · · · · · · · · · · ·				~			
Volume Modul	.e:									, ,		,
Base Vol:	0	0	8	0	0	0	3	1486	11	13	1196	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	0	8	0	0	0	3	1486	11	13	1196	0
Added Vol:	0	0	-8	0	0	0	0	0	~11	-13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	3	1486	0	0	1196	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	0	0	0	0	0	3	1486	0	0	1196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0		1486	0	0	1196	0
	) Ma alua '	 1 - •										
Critical Gap	moau.	le:	6 0	6 9	65	6 9	4 1	~~~~	~~~~	~~~~	vvvv	vvvvv
CILLICAL GP:	XXXXX	XXXX	2.2	0,0	4 0	2 2	4.1 2.2	~~~~	VVVVV	*****	VVVV	XXXXXX
eorrowopiim.	1					J.J 	<i>د.د</i> 				~	
Capacity Mod	ule:						, ,					
Cnflict Vol:	XXXX	XXXX	743	1945	2688	598	1196	XXXX	XXXXX	XXXX	xxxx	XXXXX
Potent Cap.:	XXXX	XXXX	358	57	21	445	579	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	XXXX	XXXX	358	57	21	445	579	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	XXXX	XXXX	0.00	0.00	0.00	0.00	0.01	XXXX	XXXX		XXXX	XXXX .
Lawal Of Car			~ • • • • • •									
Dever UI Ser	AAAAA AAAAAA	aoduti	0. VVVVV	<u> </u>	XXXX	XXXXX	0 0	XXXX	xxxxy	****	XXXX	xxxxx
Control Del,	XXXXX	××××	*****	XXXXX	XXXX	XXXXXX	11.2	XXXXX	XXXXXX	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	0	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:	x	xxxxx		XX	xxxx		XX	xxxx		XX	<xxxx< td=""><td></td></xxxx<>	
ApproachLOS:		*			*			*			*	
* * * * * * * * * * * *	*****	*****	* * * * * *	******	****	*****	*****	*****	* * * * * * *	*****	*****	******
Note: Queue	report	ted i: *****	s the 1 ******	number ******	of Ca	ars pe: *****	r lane. ******	*****	*****	*****	****	******

<u>.</u>

CUM PM PLUS	PROJ	NO CO	NN Sa	ıt Jan	14,	2017 07	:29:5	5		1	Page	14-1
		CU	MULATIV 7571-01	E AND TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJI VISIO	ECT N			
			Level C	)f Ser	vice	Computa	tion	Repor				
1	Circu	lar 2	12 Plan	ning l	Metho	d (Base	Volu	me Al	ternati	ve)		
*******	*****	*****	******	****	* * * * *	******	*****	*****	* * * * * * *	****	*****	* * * * * * *
Intersection ******	#5 Pi *****	Acifi *****	c St / ******	Ameri	can W *****	ay ******	****	* * * * *	* * * * * * *	*****	*****	* * * * * * *
Cycle (sec):		1	00			Critic	al Vo	l./Caj	p.(X):		0.	755
Loss Time (s	ec):		0			Averag	e Dela	ay (se	ec/veh)	:	XXX	XXX
Optimal Cycle	e:	·	93			Level	Of Se	rvice	ه های طریق بک بک باد ه	و ماه ماه ماه ماه م	. سات مات مات ما	****** C
Approach.	No.	rth B	and and	Sou	ith R	ound	F	aet B	ound	W.	set R	പംപം
Movement:	L ·	- Т	- R	L ·	- T	- R	L ·	- T	- R	L ·	- T	- R
Control:	P:	rotec	ted	P	rotec	ted	P:	roteci	ted	P1	roteci	tea Ido
Rights:	0	Incl	ade	0	incr	uae	0	TUCT	ude o	Ω	TUCT	ude D
Min, Green:	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Lanes.	1 1	1 0	1 0	1 (	0 0	1 0	1 (	0 1	1 0	1 (	) 1	1 0
				1			1					
Volume Module	e:											
Base Vol:	151	79	136	17	38	63	81	1283	131	136	997	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:	151	79	136	17	38	63	81	1283	131	136	997	25
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:	151	79	136	11	38	63	8T	1283	131	130	397	20
Reduct Vol:	151	70	126	17	20	63	0 91	1283	131	136	997	25
Reduced Vol:	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 Adi	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:	151	79	136	17	38	63	81	1283	131	136	997	25
									!			
Saturation F	low Mo	odule	:									
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
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:	1.00	0.37	0.63	1.00	0.38	0.62	1.00	1.81	0.19	1.00	1.95	0.05
Final Sat.:	1450	533	917	1450	546	904	1450	2631	269	1450	2829	/1
Canacity Ana	lvsie	Modu	 le:	1			1					1
Vol/Sat:	0.10	0.15	0.15	0.01	0.07	0.07	0.06	0.49	0.49	0.09	0.35	0.35
Crit Volume:	151				101			707		136		
Crit Moves:	* * * *				****			* * * *		* * * *		
*****	*****	* * * * *	* * * * * * *	****	****	******	*****	*****	******	*****	*****	******

CUM PM PLUS	PROJ	NO CO	NN Sa	at Jan	14,	2017 07	:29:5	5		Page	15-1
		CU	MULATIN 7571-01	/E AND TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJI VISIO	ECT 1		
yang dalah pula dala dala dala dala dala dala dala d			Level (	)f Ser	vice	Computa	tion 1	Report			
*****	Circul	ar 21. *****	2	ning M	ethod *****	(Futur	e Vol	ume Al	lternat	ive) ********	****
Intersection	n #5 P. *****	Acifi	c St / ******	Ameri	can W *****	ay ******	*****	* * * * * *	*****	*****	*****
Cycle (sec):	:	1	00			Critic	al Vo	l./Cap	5.(X):	0.	752
Loss Time (:	sec):		0			Averag	e Dela	ay (se	ec/veh)	: xxx	XXX
Optimal Cyc	le:	!	92			Level	Of Se	rvice:	:		С
********	*****	*****	******	*****	*****	******	*****	*****	******	********	******
Approach:	NO:	rth Bo	ound	SO	uth B	ound	王	ast Bo	bund	West B	ound
Movement:	· با ســــــــــــــــــــــــــــــــــــ	- T	- K	· با اسسسس	- T	~ K	- بار دسسسیا	- T	- K		- K
Control:	P:	rotect	ted	P	rotec	ted	P	rotect	ed '	Protec	ted
Rights:		Incl	ıde		Incl	ude		Inclu	ıde	Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0 0	0
Y+R:	4.0	4.0	4,0	4.0	4.0	4.0	4.0	4.0	4,0	4.0 4.0	4.0
Lanes:	1	0 0	1 0	1 (	0 0	1 0	1 (	) 1	1 0	1 0 1	10
Trolume Modul	-										
Volume Modul	151	70	136	17	30	63	Q 1	1283	1 3 1	136 997	25
Growth Adi	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 Beer	1.00	79	136	1,00	1.00	63	1.00	1283	131	136 997	25
Added Vol:	· 1	0	100	0	0	0	0	~7	0	0 -12	0
PasserBvVol:	÷ 0	Ő	Ő	Ő	Ő	Õ	õ	Ó	0	0 0	0
Initial Fut:	150	79	136	17	38	63	81	1276	131	136 985	25
User Adi:	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 Adi:	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:	150	79	136	17	38	63	81	1276	131	136 985	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0
Reduced Vol:	: 150	79	136	17	38	63	81	1276	131	136 985	25
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:	150	79	136	17	38	63	81	1276	131	136 985	25
	-									[	
Saturation I	LOW MC	odule:	1450	1450	1450	1450	1450	1460	1450	1450 1450	1450
Sat/Lane:	1400	1450	1450	1430	1400	1400	1400	1 00	1 00	1400 1400	1 00
Adjustment:	1.00	1.00	1.00	1 00	1.00	1.00	1 00	1 01	0 10	1 00 1.00	0.05
Lanes:	1450	522	0.05	1450	546	90.02	1/50	2630	270	1450 2828	0,03 72
rinal Sat.	-1		,	1450			1450	~~~~~~		1400 2020	
Capacity Ana	lysis	Modu	le:	1		ı	•		1	•	1
Vol/Sat:	0.10	0.15	0.15	0.01	0.07	0.07	0.06	0.49	0.49	0.09 0.35	0.35
Crit Volume:	150				101			704		136	
Crit Moves:	* * * *				****			****		****	
******	*****	*****	******	*****	* * * * *	* * * * * * *	* * * * * *	* * * * * *	*****	* * * * * * * * * *	* * * * * * *

CUM PM PLUS	PROJ	NO CO	NN S	at Jan	14,	2017 0	7:29:5	5			Page	16-1
		CU	MULATI 7571-0	VE AND 1 TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
tang tang and the test test to be the set of the set			Level	Of Ser	vice	Comput	ation	Repor	 t			
	2000	HCM U	nsigna	lized	Metho	d (Bas	e Volu	me Al	ternat	ive)		
*****	******	*****	*****	******	* * * * *	*****	*****	* * * * *	*****	*****	* * * * *	* * * * * * *
Intersection	n #6 G	ROVE	/ ACCE	****** 22	ىكەنتە بەر بەر	ىكى بىلى بىلى بىلى بىلى	ىلەر بىكەر بىلەر بىكەر	ىلەر بەر بەر بەر		*****	*****	****
		a /mab		1 /		Moret	C	Totrol	0f 00	ruicou	<b>λ</b> ί	Q Q1
Average Der	iy (Se *****	*****	/ ; ******	1,4 *****	*****	WUISL *****		*****	******	******	*****	0•2] ******
Approach	No	rth B	ound	So	uth B	ound	Ē.	ast B	ound	W	est B	ound
Movement:	T.	- Т	~ R	L	- T	- R	Ľ.	- T	- R	L	- T	- R
Control:	Un	contr	olled	Un	contr	olled	S	top S	ign	S	top S	ign
Rights:		Incl	ude		Incl	ude		Incl	ude		Incl	ude
Lanes:	0	01	0 0	0	$0 \ 1$	0 0	0	0 0	0 0	0	0 1!	0 0
	-											
Volume Modu.	le:					0	~		0	~	0	4 4
Base Vol:	0	54	9	1 00	60	1 00	1 00	1 00	1 00	0 1 00	1 00	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:	· · · · ·	54	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
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	11
PHF VOLUME:	0	54	9	1	00	0	0	0	0	0	0	11
Reduct VOI:	. 0	54	0 0	7	60	0	0	0	0	6	0	11
FINALVOI dune :			***	, 			11	~~~~~			~~~~~~. ~	
Critical Gam	Modu	le:		5 1						• •		
Critical Gp:	XXXXX	xxxx	XXXXX	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	6.5	6.2
FollowUpTim:	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	4.0	3.3
	-											
Capacity Mod	lule:											
Cnflict Vol:	XXXX	XXXX	XXXXX	63	XXXX	XXXXX	XXXX	XXXX	XXXXX	133	133	59
Potent Cap.:	XXXX	XXXX	XXXXX	1540	XXXX	XXXXX	XXXX	XXXX	XXXXX	861	758	1007
Move Cap.:	XXXX	XXXX	XXXXX	1540	XXXX	XXXXX	XXXX	XXXX	XXXXX	858	755	1007
Volume/Cap:	XXXX	XXXX	XXXX	0.00	XXXX	XXXX		XXXX	XXXX	0.01	0.00	0.01
	-		*** *** *** *** ***									
Level Of Sei	rvice	Modul	e:	0.0								
2way95thQ:	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	* *	****	7.5	*	* *	*	*	*****	*	****	*
LOS by Move: Movement	ттр 1	^ סידיד _	יייס	א זיזי.		 	т.92			LT ·	- T.MB	ይሞ
Sharad Cap	11 1		- KI	~~~~~		TVT VVVVV	XXXX	XXXX	XXXXXX	XXXX 771	949	XXXXX
Shared Oueve	XXXXX	XXXX	XXXXXX	0.0	XXXX	XXXXXX	XXXXXX	XXXX	XXXXX	XXXXX	0.1	XXXXX
Shrd ConDel	XXXXXX	XXXX	XXXXXX	7.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	8.9	XXXXX
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	x x	XXXXX		X	xxxx		x	xxxxx			8.9	
ApproachLOS	:	*			¥			*			А	
*********	*****	****	*****	*****	****	* * * * * *	* * * * * * *	* * * * * *	* * * * * * ;	*****	*****	******
Note: Queue	repor	ted i	s the 1	number	of c	ars pe	r lane					
*******	*****	****	*****	*****	* * * * *	* * * * * *	******	*****	*****	******	*****	******

genera.

CUM PM PLUS	PROJ I	NO COL	NN Sa	at Jan	14,	2017 07	7:29:5	5		1	?age [	18-1
		CUI	MULATIN 7571-01	/E AND TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
	nanta dané talang pelang pelang pelaké n	]	Level (	)f Ser	vice	Computa	ation	Repor	t			
	2000	HCM 4	4-Way S	Stop Me	ethod	(Base	Volum	e Alt	ernativ	ve)		
********	* * * * *	*****	******	*****	*****	******	*****	* * * * *	* * * * * * *	******	****	*****
Intersection ********	#7 G1	ROVE \$	ST / CE	DAR S'	r * * * * *	******	*****	* * * * *	* * * * * * *	*****	****	* * * * * * *
Cycle (sec):		1(	00			Critic	cal Vo.	1./Ca	p.(X):		0.3	332
Loss Time (s	ec):		0			Averaç	je Dela	ay (s	ec/veh)	:	ŧ	8.8
Optimal Cycle	е;		0			Level	Of Se	rvice	:			А
******	* * * * * *	*****	******	*****	* * * * *	******	*****	* * * * *	******	*****	*****	* * * * * * *
Approach:	Not	rth Bo	ound	Sou	ith B	ound	E	ast B	ound	₩e	est Bo	ound
Movement:	ь. ,	- T	- R	, L ·	- T	- R	Ŀ	- T	- R	L ~	- T	- R
Control:	 S1	top Si	ian	St	cop S	ign	S	top S	ign	St	op Si	ign
Rights:		Inclu	ide		Incl	ude		Incl	ude		Incl	ude
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1!	0 0	0 (	) 1!	0 0	0 (	0 1!	0 0	0 0	) 1!	0 0
					** *** *** ***			. سې چې سې سر د				
Volume Module	e:			_								
Base Vol:	3	12	135	5	10	1	1	28	2	177	TT	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:	3	12	135	5	10	1	1 00	28	1 00	177	1 00	1 00
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	T.00	1.00	1.00	1.00
PHE VOLUME:	3	12	135	с 0	10	1	1	28	2	1//	17	9
Reduct Vol:	2	10	126	5	10	1	1	20	2	177	77	a a
Required Vol:	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00
MIE Adi:	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:	1.00	12	135	±,00 5	10	1	1	28	2	177	77	9
Saturation F	Low Ma	dule:										
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:	0,02	0.08	0.90	0.31	0.63	0.06	0.03	0.91	0.06	0.68	0.29	0.03
Final Sat.:	17	67	750	221	441	44	24	686	49	534	232	27
										]		
Capacity Ana.	0 10	PIOQUI	.e; 0 10	0 02	0 02	0.02	0.04	0 04	0.04	0 33	0 33	0 33
VOI/Sat:	0.18	V.10	0.10	0.02	0.0Z ****	0.02	0.04	****	0.04	****	0.00	0.00
Dolaw/Vob:	7 0	7 0	7 9	7 Q	7 0	7 0	7 7	77	77	95	95	95
Delay Ndi.	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1.00
AdiDel/Veh·	7 9	7 9	7 9	7 9	7.9	7.9	7.7	7.7	7.7	9.5	9.5	9.5
LOS by Move.	л. Э А	A	,,,,	Ä	Ā	A	A	А	A	A	A	A
ApproachDel:		7.9			7,9	- *		7.7			9.5	
Delay Adi:		1.00			1.00			1.00			1.00	
ApprAdiDel:		7.9			7.9			7.7			9.5	
LOS by Appr:		A			A			А			А	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0,0	0.0	0.5	0.5	0.5
*****	*****	*****	*****	*****	****	* * * * * * *	*****	*****	* * * * * * *	*****	****	******
Note: Queue :	report	ted is	s the n	umber *****	of c	ars per ******	lane.	*****	*****	*****	****	*****

CUM PM PLUS	PROJ	NO CO	NN Sa	at Jan	14,	2017 0	7:29:5	5			Page	19-1
		CU	MULATIV 7571-0	/E AND L TLA:	CUMU QUAR	LATIVE RY ROW	MINUS SUBDI	PROJ VISIO	ECT N			
			Level (	)f Ser	vice	Computa	ation	Repor				
	2000	HCM 4	-Way St	op Me	thod	(Future	ə Volu	me Al	ternati	lve)		
* * * * * * * * * * * *	* * * * *	* * * * *	* * * * * * * *	*****	****	*****	*****	* * * * *	* * * * * * *	*****	* * * * *	* * * * * * *
Intersection ******	#7 G	ROVE :	ST / CH ******	EDAR S'	Γ * * * * *	*****	* * * * * *	*****	* * * * * * *	*****	* * * * * *	******
Cvcle (sec):		1	00			Critic	cal Vo	1./Ca	p.(X):		0.3	324
Loss Time (s	ec):		0			Avera	ge Del	av (s	ec/veh)	:	1	8.8
Optimal Cycl	e:		0			Level	Of Se	rvice	:			А
*****	* * * * *	* * * * *	* * * * * * *	*****	* * * * *	*****	*****	* * * * *	* * * * * * *	*****	* * * * * *	* * * * * * *
Approach:	No	rth Be	ound	Soi	uth B	ound	E	ast B	ound	We	est Bo	ound
Movement:	Ъ	- Т	- R	L ·	- T	- R	L ·	- T	- R	L ·	~ T	– R
Control:	S	top S:	ign	S	top S	ign	S	top S	ign	S	top S:	ign
Rights:		Inclu	ude		Incl	ude	<u>^</u>	Incl	ude	0	Inclu	nge
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	. 0 (	) Ti	0 0	. 0 (	0 11	0 0		0 11	00	. 0 1	0 11	0 0
STaline Madel				*** *** *** *** *								
Volume Moduli	e: 2	10	125	5	10	1	1	20	2	177	77	Q
Crouth Adi	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 Reat	1.00	1.00	135	1.00	1.00	1	1	28	1.00	177	1,00	1.00
Added Vol:	0 0	12		n N	10	1	0	-2	0	- 4	-1	Ó
PasserBuvol:	0	0	0	ñ	0	0	0 0	õ	0	0	Ō	ñ
Initial Fut:	ž	12	127	5	10	1	1	26	2	173	76	9
User Adi:	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 Adi:	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:	3	12	127	5	10	1	1	26	2	173	76	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	12	127	5	10	1	1	26	2	173	76	9
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:	3	12	127	5	10	1	1	26	2	173	76	9
Saturation F	low Mo	odule	:									
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:	0.02	0.08	0.90	0.31	0.63	0.06	0.03	0.90	0.07	0.68	0.29	0.03
Final Sat.:	. 18	71	749	. 222	445	44	26	686	53	534	235	28
	 ]		 ] ~ •							1		
Val/Cat.	0 17	nouu.	0 17	0 02	0 02	0 02	0 04	0 04	0.04	0 32	0 32	0 32
VOI/Sdl: Crit Moroe:	0.17	0.11	U • 1 / * * * *	0.02	****	0.02	0.04	****	0.04	****	0.52	0,52
Delay/Vob:	7 8	7 8	78	79	79	79	77	77	77	94	9.4	9.4
Delav Adi	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdiDel/Veb	7.8	7.8	7.8	7.9	7.9	7.9	7.7	7.7	7.7	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	А	А	A
ApproachDel:		7.8			7.9	_	-	7.7			9.4	
Delay Adi:		1.00			1.00			1.00			1.00	
ApprAdjDe1:		7.8			7.9			7.7			9.4	
LOS by Appr:		Â			A			А			А	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4
**********	* * * * * *	* * * * *	******	*****	****	******	*****	* * * * *	******	*****	* * * * * *	******
Note: Queue : *******	report	ted i: *****	s the r ******	umber	of c. ****	ars pe: ******	: lane	• *****	******	*****	* * * * * *	*****

## **DELAY (CONTROL)**

Average control delay per vehicle, or average pedestrian delay (seconds)

# ₩ Site: Rocklin Rd / Meyers St - Exist AM

Avalon Roundabout

### **All Movement Classes**

	South	East	North	West	Intersection
	5.7	6.9	8.1	7.3	7.3
LOS	Α	А	Α	Α	Α



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

### **QUEUE DISTANCE (%ILE)**

Largest 95% Back of Queue for any lane used by movement (feet)

# ₩ Site: Rocklin Rd / Meyers St - Exist AM

Avalon Roundabout

### **All Movement Classes**

South	East	North	West	Intersection
0	35	24	34	35



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## **DELAY (CONTROL)**

Average control delay per vehicle, or average pedestrian delay (seconds)

# ₩ Site: Rocklin Rd / Meyers St - Exist PM

Avalon Roundabout

### **All Movement Classes**

	South	East	North	West	Intersection
	5.8	7.6	7.2	7.1	7.4
LOS	A	Α	Α	A	A



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

### **QUEUE DISTANCE (%ILE)**

Largest 95% Back of Queue for any lane used by movement (feet)

# ₩ Site: Rocklin Rd / Meyers St - Exist PM

Avalon Roundabout

### **All Movement Classes**

South	East	North	West	Intersection
1	51	11	38	51



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## **DELAY (CONTROL)**

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: Rocklin Rd / Meyers St - Existing + Project AM

Avalon Roundabout

### **All Movement Classes**

	South	East	North	West	Intersection
	5.4	7.3	10.6	6.7	7.7
LOS	Α	А	В	Α	А



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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### **QUEUE DISTANCE (%ILE)**

Largest 95% Back of Queue for any lane used by movement (feet)

Site: Rocklin Rd / Meyers St - Existing + Project AM

Avalon Roundabout

### **All Movement Classes**

South	East	North	West	Intersection
0	51	32	26	51



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## **DELAY (CONTROL)**

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: Rocklin Rd / Meyers St - Exist + Project PM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	5.9	7.7	7.3	7.1	7.4
LOS	A	A	Α	A	A



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

### **QUEUE DISTANCE (%ILE)**

Largest 95% Back of Queue for any lane used by movement (feet)

Site: Rocklin Rd / Meyers St - Exist + Project PM

Avalon Roundabout

### **All Movement Classes**

South	East	North	West	Intersection
1	53	12	39	53



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## **DELAY (CONTROL)**

Average control delay per vehicle, or average pedestrian delay (seconds)

# 😽 Site: Rocklin Rd / Meyers St - EPAP AM

Avalon Roundabout

### **All Movement Classes**

	South	East	North	West	Intersection
	6.2	7.1	9.5	7.8	7.7
LOS	Α	А	Α	А	А



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Largest 95% Back of Queue for any lane used by movement (feet)

## ₩ Site: Rocklin Rd / Meyers St - EPAP AM

#### Avalon Roundabout

#### All Movement Classes

South	East	North	West	Intersection
2	41	29	38	41



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Average control delay per vehicle, or average pedestrian delay (seconds)

## ₩ Site: Rocklin Rd / Meyers St - EPAP PM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	7.6	10.2	9.6	9.9	10.0
LOS	Α	В	Α	А	В



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue for any lane used by movement (feet)

## ₩ Site: Rocklin Rd / Meyers St - EPAP PM

Avalon Roundabout

#### **All Movement Classes**

South	East	North	West	Intersection
3	88	15	71	88



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Average control delay per vehicle, or average pedestrian delay (seconds)

Site: Rocklin Rd / Meyers St - EPAP + Project AM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	6.3	7.1	9.7	8.0	7.8
LOS	Α	А	Α	Α	А



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue for any lane used by movement (feet)

Site: Rocklin Rd / Meyers St - EPAP + Project AM

Avalon Roundabout

#### **All Movement Classes**

South	East	North	West	Intersection
2	42	31	39	42



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Average control delay per vehicle, or average pedestrian delay (seconds)

Site: Rocklin Rd / Meyers St - EPAP + Project PM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	7.7	10.4	9.8	10.0	10.1
LOS	Α	В	Α	А	В



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue for any lane used by movement (feet)

Site: Rocklin Rd / Meyers St - EPAP + Project PM

Avalon Roundabout

#### **All Movement Classes**

South	East	North	West	Intersection
3	90	16	71	90



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Average control delay per vehicle, or average pedestrian delay (seconds)

₩ Site: Rocklin Rd / Meyers St - Cumulative AM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	7.5	23.3	23.0	9.9	18.5
LOS	Α	С	С	Α	С



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue for any lane used by movement (feet)

₩ Site: Rocklin Rd / Meyers St - Cumulative AM

Avalon Roundabout

#### **All Movement Classes**

South	East	North	West	Intersection
2	254	61	66	254



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Average control delay per vehicle, or average pedestrian delay (seconds)

### Site: 1 [Rocklin Rd / Meyers St - Cumulative PM]

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
Delay (Control)	12.3	14.4	33.4	28.5	22.0
LOS	В	В	D	D	С





Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue Distance for any lane used by movement (feet)

Site: 1 [Rocklin Rd / Meyers St - Cumulative PM]

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
Vehicle Queue (%ile)	3	171	83	286	286





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Average control delay per vehicle, or average pedestrian delay (seconds)

W Site: Rocklin Rd / Meyers St - Cumulative + Project AM

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
	7.6	23.5	24.8	10.2	19.0
LOS	Α	С	С	В	С



Level of Service Method: Delay & v/c (HCM 2010)

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection). Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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Largest 95% Back of Queue for any lane used by movement (feet)

Site: Rocklin Rd / Meyers St - Cumulative + Project AM

Avalon Roundabout

#### **All Movement Classes**

South	East	North	West	Intersection
2	258	67	67	258



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Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 1 [Rocklin Rd / Meyers St - Cumulative + Project PM]

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
Delay (Control)	12.3	14.5	34.6	29.2	22.5
LOS	В	В	D	D	С





Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Roundabout Level of Service Method: Same as Sign Control

Largest 95% Back of Queue Distance for any lane used by movement (feet)

Site: 1 [Rocklin Rd / Meyers St - Cumulative + Project PM]

Avalon Roundabout

#### **All Movement Classes**

	South	East	North	West	Intersection
Vehicle Queue (%ile)	3	174	86	292	292





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KD Anderson & Associates, Inc.

Transportation Engineers

July 3, 2017

Mr. David Mohlenbrok, Environmental Coordinator CITY OF ROCKLIN 4081 Alvis Court Rocklin, CA 95677

# **RE:** ADDENDUM TO TRAFFIC IMPACT ANALYSIS FOR QUARRY ROW PROJECT, ROCKLIN, CALIFORNIA

Dear Mr. Mohlenbrok:

This letter is an addendum to our January 16, 2017 traffic impact analysis for the Quarry Row project. As we have discussed, the City has received public comments asking for additional information regarding the project's potential impact to Tuttle Drive, a local street south of the project. This addendum addresses that issue.

### **Background Information**

Tuttle Drive is a two lane local street that lies just south of the Quarry Row site. The street is roughly 36 feet wide (curb to curb) and has sidewalk on both sides of the street. Tuttle Drive extends for 1,600 feet from Grove Street to Sierra Meadows Drive. Through traffic on Tuttle Drive is not controlled by stop signs, on-street parking is permitted and the residential prima facie 25 mph speed limit is in effect.

To provide perspective new 24-hr traffic volume counts were made on Tuttle Drive and Grove Street on May 9, 2017. These counts determined that Tuttle Drive carried 956 vehicles per day, as noted in Figure 1.

While no quantitative measure of current traffic speeds has been made, based on our experience with local streets of similar length and circumstances it is likely that some motorists exceed the 25 mph speed limit.

### **Summary of Comment**

The comment suggested that Tuttle Drive already carries appreciable "cut-through" traffic using Tuttle Drive for trips between Pacific Street and Sierra Meadows Drive and Granite Drive at high speeds. The comment suggests that the Quarry Row project will increase the volume of traffic on this street and that traffic calming measures are needed.

### Response

The extent of Quarry Row's impact to Tuttle Drive has been determined within the context of City of Rocklin's adopted significance criteria.

**Impact Based on Daily Traffic Volume.** The City of Rocklin General Plan Circulation Element does not include daily traffic volume on City streets as a significant criteria under the California Environmental Quality Act (CEQA). Standards previously employed by the City suggested that two-lane collector streets with residential frontage could carry up to 12,000 vehicles per day at Level of Service C, but no threshold was established for local residential streets. Other communities such as Roseville and

Mr. Dave Mohlenbrok City of Rocklin July 3, 2017 Page 2 of 2

Sacramento County have indicated that 2,500 to 4,000 vehicles per day is the upper limit of an acceptable volume on a local residential street with direct residential frontage. This threshold is based not on the traffic handling capacity of the roadway but on factors such as noise, ease of driveway access, conflicts with pedestrians, etc.

The Quarry Row project could add traffic to Tuttle Drive if residents use that route to reach retail centers on Granite Drive, and this may be the shortest route to the area of the Safeway shopping center on Granite Drive. Typically "shopping trips" comprise 30% to 40% of the daily trips created by a residence, and the share that may be oriented to any particular retail area will depend on the choices made by individual residents. If we conservatively assume that half of all the shopping trips made by Quarry Row residents were oriented to the Safeway area and all these trips used Tuttle Drive, then roughly 125 new daily trips could be added to Tuttle Drive. This would represent an increase of 13% over the current volume, but the resulting total of 1,081 vehicles per day would remain well below the planning level volume threshold employed by other communities for local streets.

**Impact Based on Speeds and Traffic Calming.** The Quarry Row project will not have a direct effect on the speed of vehicles already using Tuttle Drive, nor on the need for measures to control speeds, as the current speeds are unlikely to change.

We considered whether traffic calming is applicable in this location. In Rocklin decisions regarding neighborhood traffic calming on any street are made by the City in consultation with affected neighborhood residents, but we understand that as a matter of policy the City has rejected the concept of "vertical" measures (i.e., undulations or speed bumps) which interfere with emergency response.

Similarly, traffic controls on some City streets include all-way stops that appear to have the benefit of slowing the speed of through traffic. The public sometimes views all-way stop control as a traffic calming measure. In Rocklin as in most communities, decisions regarding the installation of all-way stop controls are made based on engineering criteria contained in the Manual of Uniform Traffic Control Devices (MUTCD), as unwarranted all-way stops can result in disobedience at a specific location and a general disregard for stop signs as a whole. Further investigation would be needed before this or any traffic calming measure would be suggested.

Thank you for your attention to this information.

Sincerely,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E. President

Attachment: Figure, traffic counts



Quarry Row Addendum.ltr





### EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc. Transportation Engineers 7571-01 LT 5/09/2017

# Prepared by NDS/ATD **VOLUME** Grove St N/O Tuttle Dr

**Day:** Tuesday **Date:** 5/9/2017 City: Rocklin Project #: CA17_7393_001

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# Prepared by NDS/ATD **VOLUME** Tuttle Dr E/O Grove St

**Day:** Tuesday **Date:** 5/9/2017 City: Rocklin Project #: CA17_7393_002

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Pk Hr Factor			0.923		0.688		0.875	Pk Hr Factor				0.656		0.859		0.885
7 - 9 Volume			78		68		146	4 - 6 Volume				76		96		172
7 - 9 Peak Hour			08:00		07:45		07:45	4 - 6 Peak Hour				16:45		17:00		17:00
7 - 9 PK Volume			48		44		91	Pk Hr Eactor				40		52		92
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