

Fri May 31, 2013 08:56:57 Page 20-1

Fri May 31, 2013 08:56:57 Page 21-1

PM Phase I

Diamond Oaks Tiar  
55-244-01/CN 1339

Existing PM Peak Hour + Phase I

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection # Russell Ave/Burke St.

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: 1 (0.0)

Approach: North Bound South Bound West Bound

Movement: L = T = R L = T = R L = T = R

Control: Stop Sign Stop Sign Stop Sign

Rights: 0 0 1 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
HFM Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
HFM Volume:	0	0	0	0	0	0	0	0	0	0	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Sp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Followup/prim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Conflict Vol:	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	1	1	1	1	1	1	1	1	1	1	1
Move Cap.:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap.:	0	0	0	0	0	0	0	0	0	0	0

Level of Service Module:

2Way5hQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2Way5hO:	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX
Conflict Delay:	9.2	xXXXX									
Loss by Move:	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT
Shared Cap.:	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX
Shared Queue:	9.9	xXXXX									
Shrd Cond/Bal:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ApproachBal:	* *	* *	* *	* *	* *	* *	* *	* *	* *	* *	* *
ApproachBal:	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2
Note: Queue reported is the number of cars per lane.	*****Note: Queue reported is the number of cars per lane.*****										
Note: Queue reported is the number of cars per lane.	*****Note: Queue reported is the number of cars per lane.*****										

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ORNL-MAPS, VISALIA, CA

PM Phase I

Diamond Oaks Tiar  
55-244-01/CN 1339

Existing PM Peak Hour + Phase I

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection # Russell Ave/Burke St.

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A (9.2)

Approach: North Bound South Bound East Bound

Movement: L = T = R L = T = R L = T = R

Control: Stop Sign Stop Sign Stop Sign

Rights: 0 0 1 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol:	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
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HFM Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HFM Volum:	0	0	0	0	0	0	0	0	0	0	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Sp:	6.5	xXXXX									
Followup/prim:	4.0	xXXXX									

Capacity Module:

Conflict Vol:	27	xXXXX									
Potent Cap.:	870	xXXXX									
Move Cap.:	870	xXXXX									
Valume/Cap.:	0.01	xXXXX									

Level of Service Module:

2Way95hO:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delays:	9.2	xXXXX									
Loss by Move:	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT	LT = LTR = RT
Shared Cap.:	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX	xXXXX
Shared Queue:	9.9	xXXXX									
Shrd Cond/Bal:	0.2	xXXXX									
Shared LOS:	8.9	xXXXX									
ApproachBal:	* *	* *	* *	* *	* *	* *	* *	* *	* *	* *	* *
ApproachBal:	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2
Note: Queue reported is the number of cars per lane.	*****Note: Queue reported is the number of cars per lane.*****										
Note: Queue reported is the number of cars per lane.	*****Note: Queue reported is the number of cars per lane.*****										



ENR Phase I Page 25-1  
 Fri May 31, 2013 08:56:57  
 Page 25-1  
 Diamond Oaks TIR  
 55-2494-01/CN 1639  
 Existing PM Peak Hour + Phase I  
 \*\*\*\* Level of Service Detailed Compilation Report \*\*\*\*  
 2000 HCM Designated Method  
 Future Volume Alternative  
 Intersection #8 Cameron Ave/Burke St  
 approach: North Bound South Bound East Bound West Bound  
 Movement: L = T = R - L = T = R - L = T = R - L = T = R  
 Heavyveh: 0% 0% 0% 0%  
 Grade: 0% 0% 0% 0%  
 Peds/Hour: 0 0 0 0  
 Pedestrian Walk Speed: 4.00 feet/sec  
 Lane Width: 12 feet 12 feet 12 feet 12 feet  
 Time Period: 0.25 hour

Fri May 31, 2013 05:51:16		Page 1	
Diamond Oaks TIA#	55-2454-03/CN 1639	Year 2055 Base Plus Project	AM Peak
Scenarios:	2035 AM Peak	Scenarios:	2035 AM Peak
Command:	Default Command	Command:	Default Command
Volume:	2035 AM Peak	Volume:	2035 AM Peak
Geometry:	Default Geometry	Geometry:	Default Geometry
Impact Fee:	Default Impact Fee	Impact Fee:	Default Impact Fee
Trip Generation:	2035 AM Peak	Trip Generation:	2035 AM Peak
Path Distribution:	Default Trip Distribution	Path Distribution:	Default Trip Distribution
Paths:	Default Path	Paths:	Default Path
Routes:	Default Route	Routes:	Default Route
Configuration:	Default Configuration	Configuration:	Default Configuration

2035 AM Peak		Fri May 31, 2013 08:58:16		Page 2-1					
		Diamond Oaks TIRP 56-2454-01/CN 1639		Year 2035 Base Plus Project AM Peak					
Trip Generation report									
<b>Forecast for AM Peak</b>									
Zone #	Subzone	Amount	Units	Rate In	Rate Out				
1	Zone 1	223.00	AM Peak Subtotal .....	0 .22	0 .78				
TOTAL .....				49	179				
				49	174				
				223	100 .0				
				223	100 .0				

Copyright 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OHIO-MEADS, VISA,IA, CA

TRAFFIX 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISAIA, CA

2035 AM Peak

Fri May 31, 2013 08:58:16

Page 3-1

**Diamond Oaks TIR**

55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

**Trip Distribution Report****Percent of Trips Default**

Zone	1	2	3	4	To Gates	5	6	7	8	9	10	11
1	5.0	3.0	25.0	20.0	1.0	9.0	5.0	2.0	3.0	22.0	5.0	

2035 AM Peak

Fri May 31, 2013 08:58:16

Page 4-1

**Diamond Oaks TIR**

55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

**Turning Movement Report****AM Peak**

#	Caldwell Avenue/Burke Street	Northbound			Southbound			Eastbound			Westbound			
		Volume	Types	Left Thru Right	Left Thru Right	Southbound	Northbound	Left Thru Right	Eastbound	Left Thru Right	Southbound	Northbound	Left Thru Right	Total Volume
#1	Caldwell Avenue/Burke Street	0	0 / 0	0	16	0	36	15	746	0	0	1253	15	2084
Base	0	0 / 0	0	16	0	0	0	0	12	4	4	0	136	136
Added	43	5 / 5	16	0	1	0	0	0	12	4	4	0	136	2217
Total	43	5 / 5	16	1	36	15	758	12	4	1296	15	2217		
#2	Caldwell Avenue/Ben Maddox Way	0	0 / 0	0	21	0	279	136	448	0	0	698	20	1594
Base	0	0 / 0	0	14	0	10	21	26	21	0	0	143	20	1737
Added	43	17 / 17	14	21	10	281	162	469	0	8	692	0	1737	
Total	43	17 / 17	14	21	10	281	162	469	0	8	692	0	1737	
#3	Caldwell Avenue/Edison Street	0	0 / 0	0	0	0	0	0	762	0	0	969	0	1731
Base	0	0 / 0	0	0	0	0	0	0	16	12	0	0	16	16
Added	0	0 / 0	0	31	0	0	0	0	47	0	0	0	47	47
Total	0	0 / 0	0	31	0	0	0	0	778	12	0	0	1016	0
#4	Russell Ave/Burke St	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	32 / 32	0	0	9	0	0	0	0	0	0	0	32	32
Total	0	32 / 32	0	9	9	0	0	0	0	0	0	0	32	82
#5	Cameron Ave/Burke St	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0 / 0	0	0	9	0	0	0	0	0	0	0	0	0
Total	0	0 / 0	0	9	0	0	0	0	0	0	0	0	0	0
#6	Russell Ave/Ben Maddox Way	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	21 / 21	0	0	9	0	0	0	0	0	0	0	0	0
Total	0	21 / 21	0	0	9	0	0	0	0	0	0	0	0	0
#7	Cameron Ave/Ben Maddox Way	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0 / 0	0	0	2	0	0	0	0	0	0	0	0	0
Total	0	0 / 0	0	0	2	0	0	0	0	0	0	0	0	0
#8	Reese Avenue/Bradley Street	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0 / 0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0 / 0	0	2	0	0	0	0	0	0	0	0	1	3
Total	0	0 / 0	0	2	0	0	0	0	0	0	0	0	1	3

Intersection	Base Del/ Veh	Future Del/ Veh	Change in C
# 1 Caldwell Avenue/Burke Street	LOS D 33.9 0.257	LOS Veh F 119.7 0.755	+85.750 D/V
# 2 Caldwell Avenue/Ben Maddox Way	C 23.3 0.574	C 27.2 0.625	+ 3.964 D/V
# 3 Caldwell Avenue/Edison Street	A 0.0 0.000	B 11.3 0.052	+11.312 D/V
# 4 Russell Ave/Burke St.	0.0 0.000	A 9.3 0.037	+ 9.323 D/V
# 5 Cameron Ave/Burke St	0.0 0.000	A 8.5 0.009	+ 8.531 D/V
# 6 Russell Ave/Ben Maddox Way	0.0 0.000	A 9.9 0.032	+ 9.867 D/V
# 7 Cameron Ave/Ben Maddox Way	0.0 0.000	A 8.5 0.013	+ 8.516 D/V
# 8 Reece Avenue/Bradley Street	0.0 0.000	A 8.5 0.002	+ 8.507 D/V

Impact Analysis Report									
Level of Service									
Intersection	Base LOS Veh	Future LOS Veh	Change in LOS Veh	Base Del/ V	Future Del/ V	Change in Del/ V	Base Net Del / Veh	Future Net Del / Veh	Future Net Del / Veh
# 1 Caldwell Avenue/Burke Street	D 33.9 0.557	F 119.7 0.755	+85.750 D/V	C	C	No Change	No / No	No / No	No / No
# 2 Caldwell Avenue/Ben Maddox Way	C 23.3 0.574	C 27.2 0.625	+ 3.964 D/V	A	A	No Change	No / No	No / No	No / No
# 3 Caldwell Avenue/Edison Street	A 0.0 0.600	B 11.3 0.052	+11.312 D/V				No / No	No / No	No / No
# 4 Russell Ave/Burke St	0.0 0.000	A 9.3 0.037	+ 9.323 D/V						
# 5 Cameron Ave/Burke St	0.0 0.000	A 8.5 0.009	+ 8.531 D/V						
# 6 Russell Ave/Ben Maddox Way	0.0 0.000	A 9.9 0.032	+ 9.867 D/V						
# 7 Cameron Ave/Ben Maddox Way	0.0 0.000	A 8.5 0.013	+ 8.516 D/V						
# 8 Reese Avenue/Bradley Street	0.0 0.000	A 8.5 0.002	+ 8.507 D/V						

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-1

Diamond Oaks TIR  
52-2456-01/CR 1635

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

\* \* \* \* \* Intersection #1 Caldwell Avenue/Burke Street

Movement: L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound

Control: Stop sign Stop sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 0 0 0 16 0 36 15 746 0 1 0 153 15

Approach: Major Street Volume:

Minor Approach Volume:

52 Minor Approach Volume Threshold: 70 (less than minimum of 150)

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting

a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-2

Diamond Oaks TIR  
52-2456-01/CR 1635

Year 2035 Base Plus Project AM Peak

Peak Hour Volumes Signal Warrant Report [Urban]

Intersection #1 Caldwell Avenue/Burke Street

Movement: L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 0 0 0 16 0 36 15 746 0 1 0 153 15

Approach: Major Street Volume:

2029 Minor Approach Volume:

52 Minor Approach Volume Threshold: 70 (less than minimum of 150)

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting

a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-3

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-4

Diamond Oaks STAR  
55-2154-01/CN 1639  
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #1 Caldwell Avenue,Burke Street

Approach: North Bound Movement: L - T - R - L = T - R - L = T - R

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 43 5 16 1 36 15 12 4 1286 15

ApprochVol: 119.7

Approach(northbound)[lanes=2][control=stop sign]

Signal Warrant Rule #: (vehicle-hours=2.1)

FAL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #: (approach volume=64)

FAL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #: (approach count=227)

FAL - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(southbound)[lanes=2][control=stop sign]

Signal Warrant Rule #: (vehicle-hours=1.0)

FAL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #: (approach volume=53)

FAL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #: (approach count=4)[Total volume=227]

SUCCESS - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2035 Base Plus Project AM Peak

Fri May 31, 2013 08:58:17

Page 7-4

Diamond Oaks TIRR  
55-2154-01/CN 1639  
Year 2035 Base Plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #1 Caldwell Avenue,Burke Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound Movement: L - T - R - L = T - R - L = T - R

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 1 0

Initial Vol: 43 5 16 1 36 1 12 15 158 22

Major Street Volume: 64

Minor Approach Volume:

Approach Volume Threshold: 55 (less than minimum of 150)

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-5

Diamond Oaks TIR  
55-2054-01/CN 1439

Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 0 1 1 0 0 0 2 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 962 0 0 0 0 0 0 962 0

ApproachVol: XXXXX XXXXX XXXXX XXXXX

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-6

Diamond Oaks TIR  
55-244-01/CN 1439

Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #3 Caldwell Avenue/Edison Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 0 1 1 0 0 0 2 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 962 0 0 0 0 0 0 962 0

Major Street Volume: 171

Minor Approach Volume: 0

Minor Approach Volume Threshold: 96 (less than minimum of 100)

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17 Page 7-7

2035 AM Peak Fri May 31, 2013 08:58:17 Page 7-8

Diamond Oaks TIA

55-2444-01/CN 1639

Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Calwell Avenue/Edison Street

Future Volume Alternative: Peak Hour Warrant Not Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R = L = T = R = L = T = R =

Control: Stop sign Stop sign Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 0 1 1 0 0 0 2 0 0

Initial Vol: 0 0 31 0 0 0 6 0 778 12 0 1016 0

ApproachVol: 11.3 xxxxxx xxxxxxxx

Approach [northbound] [lanes=1] [control=stop sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=1][total volume=837]

SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17 Page 7-7

2035 Base plus Project AM Peak

Diamond Oaks TIA

55-2444-01/CN 1639

Year 2035 Base plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #3 Calwell Avenue/Bolton Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R = L = T = R = L = T = R =

Control: Stop sign Stop sign Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 0 1 1 0 0 0 2 0 0

Initial Vol: 0 0 31 0 0 0 6 0 778 12 0 1016 0

Major Street Volume: 1806

Minor Approach Volume: 31

Minor Approach Volume Threshold: 81 [less than minimum of 100]

SIGNAL WARRANT DISCARTER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:59:17

Page 7-9

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-10

Diamond Oaks TIAR

55-2454-01/CN 1639

Year 2035 base plus Project AM Peak

Peak Hour Signal Warrant Report

Intersection # Russel Ave/Burke St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ApproachVol: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

#### SIGNAL WARRANT DISCLAIMERS

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #: Russel Ave/Burke St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

#### SIGNAL WARRANT DISCARTER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Fri May 31, 2013 08:58:17

Page 7-11

2035 AM Peak

Page 7-12

Fri May 31, 2013 08:58:17

Page 7-12

Diamond Oaks TIR  
55-2454-OICN 1639

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #4 Russel Ave/Burke St.

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound [South Bound] [East Bound] [West Bound]

Movement: L = T = R = L = T = R = T = R

Control: Stop Sign [Uncontrolled]

Lanes: 0 0 1 0 0 0 0 0 0 0 1

Initial Vol: 0 32 0 9 0 0 0 0 0 32

Approach: 9,3 [9,3] [8,9] [xxxx]

Approach [notbothcontrol] [control=stop sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=82]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach [southbound] [lanes=3] [frontcontrol=stop sign]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=82]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=82]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Signal Warrant Disclaimer

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17 Page 7-13

2035 AM Peak Fri May 31, 2013 08:58:17 Page 7-14

Diamond Oaks TIR  
56-2454-01CN 1339

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection 15 Cameron Ave/Burke St

Approach: North Bound

Movement: L - T - R - L - T - R - L - T - R

Control: Stop Sign

Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ApproachVol: 0 0

ApproachBell:

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

0.0

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

the peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Eri May 31, 2013 08:58:17

Page 7-15

Diamond Oaks TIR

55-2454-01/CR 1639

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #5 Cameron Ave/Burke St

Future Volume Alternative: Peak Hour Warrant Not Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T - R L = T - R L = T - R L = T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 1 0 1 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 32

ApproachVol: XXXXXX 8.5 XXXXXX

Approach(SouthBound)[Lanes1]control=Stop Sign

Signal Warrant Rule #: (vehicle-hours=0.0)

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #: (approach volume=9)

FAIL - Approach volume less than 10 for one lane approach.

Signal Warrant Rule #: (approach count=2) total volume=41

FAIL - Total volume less than 650 for intersection

with less than four approaches.

Signal Warrant DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Eri May 31, 2013 08:58:17

Page 7-16

Page 7-16

Diamond Oaks TIR

55-2454-01/CR 1639

Year 2035 Base Plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Cameron Ave/Burke St

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T - R L = T - R L = T - R L = T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 1 0 1 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 32

Major Street Volume: 32

Minor Approach Volume: 9

Minor Approach Volume Threshold: 1137

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-17

Diamond Oaks TIR  
55-2154-01CN 139

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

Approach: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound

Movement: L - T - R, L - T - R, L - T - R

Control: Stop Sign

Lanes: 0 0 0 1 0 0 0 1 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Approach: L

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-18

Diamond Oaks TIR  
55-2154-01CN 139

Year 2035 Base Plus Project AM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Russel Ave/Ben Maddox Way

Approach: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound

Movement: L - T - R, L - T - R, L - T - R

Control: Stop Sign

Lanes: 0 0 1 0 0 0 0 1 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Approach: L

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-19

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-20

Diamond Oaks TIR

55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

\* \* \* \* \* Intersection #6 Russell Ave/Ben Maddox Way

\* \* \* \* \* North Bound -> South Bound <- East Bound

\* \* \* \* \* L = T = R, L = T = R, L = T = R

\* \* \* \* \* Control: Stop Sign Uncontrolled Uncontrolled

\* \* \* \* \* Lanes: 0 0 0 1 0 0 0 1; 0 0 0 1; 0 0 0 0

\* \* \* \* \* Initial Vol: 0 0 0 1; 0 0 0 1; 0 0 0 0

\* \* \* \* \* Approach: 9.9 21 0 0 9 9 9.1 XXXXX

\* \* \* \* \* Approach[northbound][lanes=2][control=stop sign]

\* \* \* \* \* Signal Warrant Rule #: [approach volume=1]

\* \* \* \* \* FAIL - Vehicle-hours less than 4 for one lane approach.

\* \* \* \* \* FAIL - Approach volume less than 100 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #: [approach count=3][total volume=94]

\* \* \* \* \* FAIL - Total volume less than 60 for intersection

\* \* \* \* \* with less than four approaches.

\* \* \* \* \* Signal Warrant Rule #: [vehicle-hours=2]

\* \* \* \* \* FAIL - Vehicle-hours less than 6 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #: [approach volume=18]

\* \* \* \* \* FAIL - Approach volume less than 100 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #: [approach count=3][total volume=93]

\* \* \* \* \* FAIL - Total volume less than 60 for intersection

\* \* \* \* \* with less than four approaches.

\* \* \* \* \* Signal Warrant Rule #: [vehicle-hours=10]

\* \* \* \* \* FAIL - Vehicle-hours less than 6 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #: [approach volume=18]

\* \* \* \* \* FAIL - Approach volume less than 100 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #: [approach count=3][total volume=93]

\* \* \* \* \* FAIL - Total volume less than 60 for intersection

\* \* \* \* \* with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-21

2035 AM Peak Fri May 31, 2013 08:58:17

Page 7-22

Diamond Oaks TIR  
55-2454-01/CN 1639  
Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #7 Cameron Ave/Ben Maddox Way  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 1 0 0 0 0 0 0 1; 0 0 0 0 0 0 0 0  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
ApproachVol: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Base Volume Alternative: Peak Hour Warrant Non Net

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 1 0 0 0 0 0 0 1; 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

STRAIGHT FORWARD DISCLAIMER

This peak hour signal analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-23

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-24

Diamond Oaks TIAR

55-2454-01-CN 1439

Year 2035 Baseplus Project AM Peak

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report [Urban]

Intersection # Cameron Ave/Ben Maddox Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L = T = R = T = R = L = T = R

Control:

Stop Sign

Uncontrolled

Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 2 1 0 0 0 2 1 0 0 0

ApproachVol: XXXXX

Approach(southbound)[lanes=6]controlstop sign

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=1]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3:[approach count=1]total volume=34]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting

a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting

a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-25

Fri May 31, 2013 08:58:17

Page 7-26

Fri May 31, 2013 08:58:17

Diamond Oaks TIR  
55-2454-01/CN 1639  
Year 2035 Base plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #8 Reese Avenue/Badley Street

Intersection #8 Reese Avenue/Badley Street

Approach: North Bound South Bound East Bound West Bound  
Movement: L - R - S - L - T - R - L - T - R  
Control: Stop Sign stop Sign Uncontrolled  
Lanes: 0 0 0 0 0 0 1 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Approached: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
Major Street Volume: 0  
Minor Approach Volume: 0  
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-26

Fri May 31, 2013 08:58:17

Page 7-26

Diamond Oaks TIR  
55-2454-01/CN 1639  
Year 2035 Base Plus Project AM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #8 Reese Avenue/Badley Street

Intersection #8 Reese Avenue/Badley Street

Base Volume Alternative: Peak Hour Warrant Not Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R - L - T - R - L - T - R

Control: Stop Sign Stop Sign Uncontrolled

Lanes: 0 0 0 0 0 0 1 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Fri May 31, 2013 08:58:17

Page 7-27

Page 7-28

2035 AM Peak

Fri May 31, 2013 08:58:17

Page 7-28

Diamond Oaks TIR  
55-2054-01CN 1639

Year 2035 Base Plus Project AM Peak

Peak Hour Delay Signal Warrant Report

Intersection #8 Reese Avenue/Bradley Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 2 0 0 0 0 0 0 0 0 1

Approach: XXXXX XXXXX XXXXX XXXXX

Approach(southbound)[lanes=1][control=stop; sign]

Signal Warrant Rule #:1 [vehicle-hours=6.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #:2 [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #:3: [approach count=1][total volume=3]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:58:17

Page 7-28

Diamond Oaks TIR  
55-2054-01CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report (Urban)

Intersection #8 Reese Avenue/Bradley Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop sign Stop sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 0 2 0 0 0 0 0 0 0 0 1

Major Street Volume:

Minor Approach Volume:

Minor Approach Volume Threshold: 2062

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 AM Peak

Page 8-1

Fri May 31, 2013 08:58:17

Fri May 31, 2013 08:58:17

Page 9-1

Diamond Oaks TIR  
55-2454-01.CN 1339  
Year 2035 Base Plus Project AM Peak

Level Of Service Compilation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #: Caldwell Avenue/Hurke Street  
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D (3.9)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L = T - R L = T - R L = T - R L = T - R  
Control: Stop sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Inclined Include Inclined  
Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol.: 0  
Growth Adj: 1.00  
Initial Vol: 0  
Travel Adj: 1.00  
PHF Adj: 0.92  
PME Volume: 0  
Reduced Vol: 0  
Final Volume: 0  
Critical Gap Module:  
Critical Gp: 7.6 6.6 7.0 6.9 6.6 7.0 4.2 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
FollowOptim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Capacity Module:  
Conflict Vol: 1224 2222 405 1808 2214 689 1378 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Potent. Cap.: 80 42 592 69 43 386 478 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Move Cap.: 70 41 592 68 41 386 478 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Volume/Cap: 0.00 0.00 0.00 0.26 0.00 0.10 0.03 xxxxxxxxxx xxxxxxxx xxxxxxxx  
Level of Service Module:  
2way5thQ: xxxxxxxx xxxxxxxx 0.9 xxxxxxxx xxxxxxxx 12.8 xxxxxxxx xxxxxxxx xxxxxxxx  
Control Delays: xxxxxxxx xxxxxxxx 0.9 xxxxxxxx xxxxxxxx 12.8 xxxxxxxx xxxxxxxx xxxxxxxx  
TOS: \* \* \* \* \* B \* \* \* \*  
Movement: L = T - RT = RT L = T - RT L = T - RT - RT  
Shared Cap.: xxxxxxxx 0 xxxxxxxx 396 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Shared Delays: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Shard Conflicts: 0 0.3 xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
Shared LOS: \* \* \* \* C \* \* \* \*  
ApproachLOS: xxxxxxxx \* 33.9 2xxxxxx  
ApproachLOS: \* \* \* \* D \* \* \* \*  
ApproachLOS: \* \* \* \* E \* \* \* \*

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISHALIA, CA

2035 AM Peak

Eri May 31, 2013 08:58:17

Page 10-1

Diamond Oaks TIR  
55-2154-01CN 1339

Year 2035 Base plus Project AM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method Future Volume Alternative

Intersection #1 Caldwell Avenue/Burke Street

Average Delay (sec/veh): 5.1 Worst Case Level of Service: F(U19-7)

Approach: North Bound South Bound West Bound

Movement: L = T = R L = T = R L = T = R

Control: Stop sign Uncontrolled Uncontrolled

Rights: Include 1.0 0.1 0.1 0.0 1.0 1.0 1.0 1.0 1.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 16 0 36 15 746 0 0 1253 15

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 16 0 36 15 746 0 0 1253 15

Added Vol: 43 5 16 0 1 0 0 12 4 43 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Est: 43 5 16 1 16 1 36 15 758 12 4 1296 15

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 47 5 17 1 39 16 824 13 4 1409 16

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 47 5 17 1 39 16 824 13 4 1409 16

Critical Gap Module:

Critical Gp: 7.6 6.6 7.0 7.6 6.6 7.0 4.2 xxxx xxxx 4.2 xxxx xxxx

FollowupGp: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxx xxxx 2.3 xxxx xxxx

Capacity Module:

Conflict Vol: 1577 2297 410 1813 2295 713 1425 xxxx xxxx 837 xxxx xxxx

Potent Cap.: 73 38 581 44 38 372 958 3822 774 xxxx xxxx

Move Cap.: 62 36 581 36 36 372 458 xxxx xxxx 774 xxxx xxxx

Volume/Cap: 0.75 0.15 0.03 0.48 0.03 0.11 0.04 xxxx xxxx 0.01 xxxx xxxx

Level of Service Module:

2Way5thq: 3.3 xxxx xxxx 1.6 xxxx xxxx 0.0 xxxx xxxx 0.0 xxxx xxxx

ControlBell15.9 xxxx xxxx 174.2 xxxx xxxx 13.1 xxxx xxxx 9.7 xxxx xxxx

Loc by Move: F \* \* B \* \* A \* \*

Movement: LT ~ LTR ~ RT LT ~ LTR ~ RT LT ~ LTR ~ RT

SharedCap: xxxx xxxx 1.27 xxxx xxxx 2.98 xxxx xxxx xxxx xxxx xxxx xxxx

Shd Conflictcap: 0.6 xxxx xxxx 0.5 xxxx xxxx xxxx xxxx xxxx xxxx

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

2035 AM Peak

Eri May 31, 2013 08:58:17

Page 11-1

Diamond Oaks TIR  
55-2154-01CN 1339

Year 2035 Base plus Project AM Peak

Level of Service Detailed Computation Report

Future Volume Alternative

Intersection #1 Caldwell Avenue/Burke Street

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Heigh: 3% 3% 5% 5%

Grade: 0% 0% 0% 0%

Pedestrian Walk Speed: 4.00 feet/sec 0 0

LaneWidth: 12 feet 12 feet 12 feet 12 feet

Time Period: 0.25 hour

Upstream Signals: #6 0.000

Link Index: 0.000

Dist (miles): #2 0 secs

Speed (mph): 0.000

SignalIndex: 0 0 secs

Cycle Time: 0 0

UnitVolume: 0 0

Saturation: 0 0

ArrivalType: G/C: 0.000 0.000

\*\*\*\*\* Computation 1: Time for Queue to Clear at Each Upstream Intersection P:

901: 0.00 0.000

902: 0.00 0.00

991: 0.00 0.00

992: 0.00 0.00

\*\*\*\*\* Computation 2: Time Intersection Blocked Because of Upstream Platoons alpha:

Beta: t.a (secs): f: f: 0 0

Gamma: rmax: 0 0

Veg: vcan: 0 0

Tp: 0 0 0

\*\*\*\*\* Computation 3: Platoon Event Periods P:

\* Computation 4: Conflicting Flows During Each Unblocked Period P0m/publ: 0.000/0.000/0.000/0.000

\*\* Computation 4: Conflicting Flows During Each Unblocked Period IrtcnchWll1577 2297 418 1473 2295 713 1425 xxxx xxxx 837 xxxx xxxx

AdjCrntifval: 1577 2297 418 1473 2295 713 1425 xxxx xxxx 837 xxxx xxxx

ConflictHl1577 2297 418 1473 2295 713 1425 xxxx xxxx 837 xxxx xxxx

\*\* Computation 5: Capacity for Subject Movement During Unblocked Period IrtfctCap: 73 .38 581 .44 38 372 458 xxxx xxxx 774 xxxx xxxx

Upstreamadj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Potent Cap.: 73 .38 .581 .44 .38 .372 .458 xxxx xxxx 774 xxxx xxxx

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MTRANS, VISALIA, CA

Fri May 31, 2013 08:59:17 Page 12-1

2035 AM Peak Fri May 31, 2013 08:59:17 Page 13-1

55-2154-01CN 1339

#### Diamond Oaks TIR

Year 2055 Base plus Project AM Peak

#### Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Caldwell Avenue/Ben Marddry Way

Critical Vol./Cap.(X): 0.574

Cycle (sec): 100

Loss Time (sec): 12

Optimal Cycle: 46

Level Of Service: C

Approach: L = North Bound R = South Bound

Lanes: L = T - R L = T - R L = T - R L = T - R

Control: Protected Right-of-Way (Protected)

Rights: Include Protected

Min. Green: 0 0 0 0 0 0 0 0

YR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

lanes: 1 0 1 0 1 0 1 0

Lane Group: 1 1 1 1

RHCM Input: Saturation Adj Module: 0 0 0 0 0 0 0 0

HCM Ops Input: Lane Width: 12 12 12 12

Crosswalk Id: 0 0 0 0

# Hwy Veh: 3 3 3 3

Grade: 0% 0% 0% 0%

Parking/Hr: No No No

Bus Stop/Hr: 0 0 0 0

Area Type: < < < < < < < < < Other > > > > > > >

Crnt. Ped/Hr: 0 0 0 0

Exchng/Br/P: Include Include Include 0

% Rf Pctc: 0 0 0 0

HCM Ops F(1) Case: xxxxx xxxx xxxx xxxx xxxx xxxx

HCM Ops Saturatn Adj Module: 1.00 xxxx xxxx xxxx xxxx xxxx

Lv Nid Adj: xxxx xxxx xxxx 1.00 xxxx xxxx xxxx xxxx 1.00

Hcm Veh Adj: xxxx xxxx xxxx 0.97 0.95 xxxx xxxx xxxx 0.95

Grade Adj: xxxx xxxx xxxx 1.00 xxxx xxxx xxxx xxxx 1.00

Parking Adj: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1.00 xxxx xxxx 1.00

Bus Stop Adj: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1.00 xxxx xxxx 1.00

Area Adj: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1.00 xxxx xxxx 1.00

Rt Adj: xxxx xxxx xxxx 0.95 xxxx xxxx xxxx xxxx 1.00

Lt Adj: xxxx xxxx xxxx 0.95 xxxx xxxx xxxx xxxx 1.00

PedBike Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Hcm Sat Adj: 1.00 1.00 1.00 0.92 1.00 0.93 1.00 1.00

User Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Wlf Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Frl Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay Adjustment Factor Module: 0.23 0.23 0.23 0.23

Coordinated: < < < < < < < < < < No > > > > > > >

Signal Type: < < < < < < < < < Attuated > > > > > > >

DirAdj/Fctr: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00

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

\*\*\*\*\*

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 0.92 1.00 0.83 1.00 0.99

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1900 1900 1900 1733 1900 1568 1718 3327

96

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.19 0.09 0.14 0.00 0.00 0.23

Crit Reves: \*\*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.34 0.15 0.54 0.00 0.00 0.39

Volume/Cap: 0.00 0.00 0.00 0.04 0.00 0.04 0.05 0.57 0.00 0.00 0.57

Delay/Veh: 0.0 0.0 0.0 22.3 0.0 28.8 42.7 12.2 0.0 0.0 24.4

User DelAdj: 3.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 3.00

Adj/Obj/Veh: 0.0 0.0 0.0 22.3 0.0 28.8 42.7 12.2 0.0 0.0 24.4

LOS by Move: A A A C B C C G C

HyperMovQ: 0 0 0 0 0 8 5 4 0 10 10

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

\*\*\*\*\*

2035 AM Peak Fri May 31, 2013 09:58:17 Page 13-2

2035 AM Peak Fri May 31, 2013 09:58:18 Page 13-3

Diamond Oaks TIR  
55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

Level of Service Detailed Corporation Report (ICM2000 Queue Method)

2000 HCM Operations Method

Base Volume Alternative

Intersection #2 Caldwell Avenue/Glen Meadow Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.15 0.54 0.00 0.00 0.39 0.39

ArrivalType: 3 3 3 3

ProxFactor: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Q1: 0.0 0.0 0.0 0.4 0.0 6.9 3.8 3.8 0.0 0.0 8.8 8.8

Upstreamadj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Barlyarzdj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Q2: 0.0 0.0 0.0 1.0 0.0 0.0 1.00 1.00 0.0 0.0 1.00 1.00

HCM2kQueues: 0.0 0.0 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5 0.0 0.5

70thFactor: 1.20 1.20 1.20 1.20 1.20 1.20 1.19 1.19 1.20 1.20 1.18 1.18

HCM2k10thQ: 0.0 0.0 0.0 0.6 0.0 0.6 0.0 0.6 0.0 0.6 0.0 0.6

85thFactor: 1.60 1.60 1.60 1.60 1.60 1.60 1.53 1.53 1.55 1.56 1.60 1.60

HCM2k5thQ: 0.0 0.0 0.0 0.7 0.0 0.7 0.0 0.7 0.0 0.7 0.0 0.7

90thFactor: 1.80 1.80 1.80 1.80 1.80 1.80 1.73 1.73 1.71 1.73 1.80 1.80

HCM2k90thQ: 0.0 0.0 0.0 0.8 0.0 0.8 0.0 0.8 0.0 0.8 0.0 0.8

95thFactor: 2.10 2.10 2.10 2.10 2.10 2.10 1.98 1.98 1.95 1.96 2.10 2.10

HCM2k95thQ: 0.0 0.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0

98thFactor: 2.70 2.70 2.70 2.66 2.70 2.66 2.43 2.43 2.38 2.43 2.70 2.70

HCM2k98thQ: 0.0 0.0 0.0 1.2 0.0 1.2 0.0 1.2 0.0 1.2 0.0 1.2

2035 AM Peak Fri May 31, 2013 09:58:18 Page 13-3

2035 AM Peak Fri May 31, 2013 09:58:18 Page 13-3

Diamond Oaks TIR  
55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

Level of Service Detailed Corporation Report (ICM2000 Queue Method)

2000 HCM Operations Method

Base Volume Alternative

Intersection #2 Caldwell Avenue/Glen Meadow Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Run Speed: 30 MPH 30 MPH 30 MPH 30 MPH

RunOfSteps: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Name: Year 1995 composite fleet

Fuel Consumption: 49.257 pounds

Carbon Dioxide: 7,980 gallons

Carbon Monoxide: 153,693 pounds

Hydrocarbons: 11,903 pounds

Nitrogen Oxides: 2,106 pounds

Particulates: 0.565 pounds

Name: Year 2000 composite fleet

Fuel Consumption: 49.257 pounds

Carbon Dioxide: 7,980 gallons

Carbon Monoxide: 153,693 pounds

Hydrocarbons: 11,903 pounds

Nitrogen Oxides: 2,106 pounds

Particulates: 0.565 pounds

Disclaimer

The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

2035 AM Peak

Fri May 31, 2013 08:58:18

Page 14-1

Diamond Oaks TIR  
51-2454-01/CN 1639  
Year 2035 Base plus Project AM Peak

Level of Service Configuration Report

2000

HCM Operations Method (Picture, Volume, Alternative)

Intersection #2: Caldwell Avenue/Ben Maddox Way

Cycle (sec): 100

Loss of Time (sec): 12

Optimal Cycle: 51

Level of Service: C

Approach: North Bound

Movement: L = T = R

Control: Protected

Rights: Include

Min. Green: 0 0

Y4R: 4.0 4.0 4.0

Lanes: 1 0 1 0 1 0 1 0

Volume Modules:

Base Vol: 0 0

Growth Adj: 1.00 1.00 1.00

PHT Adj: 0.92 0.92

RTF Volume: 0.92 0.92

Reduced Vol: 0 0

Protected Vol: 0 0

Initial Put: 1.00 1.00 1.00

User Adj: 1.00 1.00 1.00

PHT Adj: 0.92 0.92

RTF Volume: 0.92 0.92

Reduced Vol: 0 0

Protected Vol: 0 0

Saturation Flow: 1900 1900

Adj: 0.92 0.97

Lane Sat.: 1763 1845

Final Sat.: 1

Capacity Analysis Module:

Vol/Sat: 0.03 0.01 0.01

Crtr Moves: \*\*\*

Green/Cycle: 0.09 0.15 0.15

Volume/Cap: 0.63 0.07 0.06

Delay/Veh: 62.5 56.2 36.2

User Sat Adj: 1.00 1.00 1.00

Adj/Del/Veh: 62.5 36.2 36.2

LOS by Move:

HCN2 Kavg: 3 1

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

2035 AM Peak

Fri May 31, 2013 08:58:18

Page 15-1

Diamond Oaks TIR  
51-2454-01/CN 1639  
Year 2035 Base Plus Project AM Peak

Fri May 31, 2013 08:58:18

Page 15-1

Diamond Oaks TIR  
51-2454-01/CN 1639  
Year 2035 Base Project AM Peak

Level of Service Detailed Computation Report

2000 HCM Operations Method (Picture, Volume, Alternative)

Intersection #2: Caldwell Avenue/Ben Maddox Way

Approach: L = T = R

Movement: North Bound

South Bound

East Bound

West Bound

Lane Group: L = T = R

Lane Width:

Crash Rate/Ld:

% Hvy Veh:

Grade:

Parking/Hr:

Bus Stop/Hr:

Fri May 31, 2013 08:58:10

Page 15-2

Diamond Oaks TIR

55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

Level of Service Detailed Computation Report (HCM2009 Queue Method)

Future Volume Alternative

Intersection H2 Caldwell Avenue/Bee Meadow Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - R L - T R - L - T R -

Green/Cycle: 0.04 0.15 0.15 0.15

ArrivalType: 3 3 3 3

ProFactor: 1.00 1.00 1.00 1.00

Q1: 1.3 0.4 0.5 0.2

UpstreamPC: 0.00 0.00 0.00 0.00

UpstreamAdj: 0.00 0.00 0.00 0.00

EarlyArrAdj: 1.00 1.00 1.00 1.00

Q2: 1.2 0.1 0.1 0.1

HCM2Queue: 2.5 0.5 0.4 0.6

70thFactor: 1.15 1.20 1.20 1.20

HCM2TotalQ: 3.0 0.6 0.5 0.7

85thFactor: 1.58 1.59 1.60 1.59

HCM25thQ: 4.0 0.8 0.7 0.9

90thFactor: 1.75 1.79 1.79 1.79

HCM290thQ: 4.4 0.9 0.8 1.0

95thFactor: 2.02 2.08 2.09 2.08

HCM295thQ: 5.1 1.1 0.9 1.2

98thFactor: 2.52 2.66 2.67 2.66

HCM298thQ: 6.3 1.4 1.1 1.5

2035 AM Peak

Fri May 31, 2013 08:58:18

Page 15-3

Fri May 31, 2013 08:58:18

Page 15-3

Diamond Oaks TIR

55-2454-01/CN 1639

Year 2035 Base Plus Project AM Peak

Fuel Consumption and Emissions

2000 HCM Operations Method

Future Volume Alternative

Intersection H2 Caldwell Avenue/Bee Meadow Way

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Run Speed: 30 MPH

Run Speeds: 30 MPH

NumofStops: 11.5 3.9 3.2 4.6 1.9 65.3 41.0 70.6 0.0 2.1 155 4.5

Name: year 1995 composite fleet

Fuel Consumption: 59.103 pounds

Carbon Dioxide: 9.575 gallons

Carbon Monoxide: 184.400 pounds

Hydrocarbons: 14.487 pounds

Nitrogen Oxides: 2.627 pounds

Particulates: 0.672 pounds

Name: year 2000 composite fleet

Fuel Consumption: 59.103 pounds

Carbon Dioxide: 9.575 gallons

Carbon Monoxide: 184.400 pounds

Hydrocarbons: 14.487 pounds

Nitrogen Oxides: 2.627 pounds

Particulates: 0.672 pounds

DISCLAIMER

The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications. As these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX, Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.



2035 AM Peak Fri May 31, 2013 08:58:18 Page 18-1

2035 AM Peak Fri May 31, 2013 08:58:18 Page 19-1

Diamond Oaks Tiar  
55-2454-01/CN 1639  
Year 2035 Base plus Project AM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Caldwell Avenue/Edison Street

Worst Case Level Of Service: B (I-3)

Average Delay (sec/veh): 0.2

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign stop Sign Uncontrolled

Rights: Include Include Include

Lanes: 0 0 0 1 0 0 0 0 0 1 1 0 0 2 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	762	0	0	569	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
Initial Bsc:	0	0	0	0	0	0	0	0	762	0	0	969	0
Added Vol:	0	31	0	0	0	0	0	0	16	12	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rat:	0	31	0	0	0	0	0	0	778	12	0	1016	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PH Adj:	1.00	1.00	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	31	0	0	0	0	0	0	778	12	0	1016	0
Predict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	31	0	0	0	0	0	0	778	12	0	1016	0

Critical Gap Module:

Critical Gp:xxxxx xxxx	7.0	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
FollowThrough:xxxx xxxx	3.3	xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Capacity Module:

Conflict Vol:	xxx	xxxxx	xxx	xxxx	xxx	xxxx	xxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Front Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

WaitingD:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:xxxx xxxx	0.2	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx											
LOS by Move: *	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	Lt	-	Ltr	-	Rt	-	Lt	-	Ltr	-	Rt	-	Rt
Shared Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQuesnt:xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd CondL:xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
Note: Queue reported is the number of cars per lane.													

Traffic 6.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Fri May 31, 2013 08:58:18 Page 19-1

Diamond Oaks Tiar  
55-2454-01/CN 1639  
Year 2035 Base Plus Project AM Peak

Level of Service Detailed Computation Report

2000 HCM Unsignalized Method

Future Volume Alternative

Intersection #3 Caldwell Avenue/Edison Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

HevVol: 34 38 52 58

Grade: 0% 0% 0% 0%

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth: 12 foot

Time Period: 0.25 hour

Upstream Signals:

Link Index:

Dist(miles):

Speed (mph):

SignalIndex:

#2 0 secs

Cycle Time:

InitVolume:

ArrivalType:

G/C: 0.00 0.00

\* Computation 1: Time for Queues to Clear at Each Upstream Intersection

P: 0.000 0.000

991: 0.00 0.00

992: 0.00 0.00

\* Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000

beta: ta: t (secs): f: f: f: f: vmax: veg: vctrl: tp: 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000

\*\* Computation 3: Platoon Event Periods

Pdcm/Computation: 0.000/0.000/Unconstrained

ConflictVol: 1292 1800 355 1405 1806 508 0 xxxx xxxx xxxx 0 xxxx xxxx

AdjsPvol: 1292 1800 355 1405 1806 508 0 xxxx xxxx xxxx 0 xxxx xxxx

OpstrmAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ConflictVol: 1292 1800 355 1405 1806 508 0 xxxx xxxx xxxx 0 xxxx xxxx

InitPvol: 153 78 601 98 77 507 1600 xxxx xxxx 1600 xxxx xxxx

OpstrmAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Potent Cap.: 153 78 601 98 77 507 1600 xxxx xxxx 1600 xxxx xxxx

Traffic 6.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2035 AM Peak

Eri May 31, 2013 08:58:18

Page 20-1

Diamond Oaks Tiar

55-2154-01/CN 1039

Year 2035 Base plus Project AM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

2005 Base plus Project AM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Year 2035 Base plus Project AM Peak

Intersection #44 Russell Ave/Burke St.

Average Delay (sec/veh):	0.0	Worst Case Level of Service:	[ 0.0]	Average Delay (sec/veh):	5.6	Worst Case Level of Service:	[ 9.3]
Approach:	North Bound	South Bound	East Bound	Approach:	North Bound	South Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Unccontrolled	Control:	Stop Sign	Unccontrolled	Uncontrolled
Rights:	Include	Include	Include	Rights:	Include	Include	Include
Janes:	0 1 0 0	0 1 0 0	0 0 0 1	Janes:	0 1 0 0	0 0 0 1	0 0 0 1
Volume Module:				Volume Module:			
Base Vol:	0 0 0 0	0 0 0 0	0 0 0 0	Base Vol:	0 0 0 0	0 0 0 0	0 0 0 0
Growth Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	Growth Adj:	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	0 0 0	Initial Bse:	0 0 0	0 0 0	0 0 0
User Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	User Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
BHF Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	BHF Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
PFH Volume:	0 0 0	0 0 0	0 0 0	PFH Volume:	0 0 0	0 0 0	0 0 0
Reduc Vol:	0 0 0	0 0 0	0 0 0	Reduc Vol:	0 0 0	0 0 0	0 0 0
Final Volume:	0 0 0	0 0 0	0 0 0	Final Volume:	0 0 0	0 0 0	0 0 0
Critical Gap Module:				Critical Gap Module:			
Critical Sp:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	Critical Sp:	6.5 XXXXX	XXXXX XXXXX XXXXX XXXXX	7.1 6.5 XXXXX
FollowSppm:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	FollowSppm:	4.0 XXXXX	3.5 4.0 XXXXX	3.5 4.0 XXXXX
Capacity Module:				Capacity Module:			
Conflict Vol:	0 0 0	0 0 0	0 0 0	Conflict Vol:	0 0 0	0 0 0	0 0 0
Potent Cap.:	0 1 1	0 1 1	1 1 1	Potent Cap.:	32 XXXXX	365 XXXXX	16 0 XXXXX
Move Cap.:	0 0 0	0 0 0	0 0 0	Move Cap.:	XXX XXX	XXX XXX	XXX XXX XXXX XXXX
Volume/Cap:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	Volume/Cap:	9.3 XXXXX	865 XXXXX	1083 900 XXXXX
Level of Service Module:				Level of Service Module:			
2Way95thQ:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	2Way95thQ:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
Control Del:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	Control Del:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
LOS by Move:				LOS by Move:			
LOS:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LOS:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	0 0 0	0 0 0	0 0 0	Shared Cap.:	* * * *	* * * *	* * * *
SharedSpce:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	SharedSpce:	1.0 1.0 1.0	1.0 1.0 1.0	1.0 1.0 1.0
Shrd Contrl:	1.0 1.0 1.0	1.0 1.0 1.0	1.0 1.0 1.0	Shrd Contrl:	0.1 0.1 0.1	0.1 0.1 0.1	0.1 0.1 0.1
Shared TOS:	0.0	0.0	0.0	Shared TOS:	8.9 XXXXX	XXXXX XXXXX	XXXX XXXXX
ApproachLOS:				ApproachLOS:	*	*	*
Note: Queue reported is the number of cars per lane.				Note: Queue reported is the number of cars per lane.			
ApproachLOS:				ApproachLOS:	9.3	8.9	8.9
ApproachLOS:				ApproachLOS:	A	A	A
ApproachLOS:				ApproachLOS:	*	*	*
Note: Queue reported is the number of cars per lane.				Note: Queue reported is the number of cars per lane.			
ApproachLOS:				ApproachLOS:	*	*	*
ApproachLOS:				ApproachLOS:	*	*	*

2035 AM Peak

Fri May 31, 2013 08:58:18

Page 20-1

Diamond Oaks Tiar

55-2154-01/CN 1039

Year 2035 Base plus Project AM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

2005 Base plus Project AM Peak

Intersection #44 Russell Ave/Burke St.

Average Delay (sec/veh):	0.0	Worst Case Level of Service:	[ 0.0]	Average Delay (sec/veh):	5.6	Worst Case Level of Service:	[ 9.3]
Approach:	North Bound	South Bound	East Bound	Approach:	North Bound	South Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Unccontrolled	Control:	Stop Sign	Unccontrolled	Uncontrolled
Rights:	Include	Include	Include	Rights:	Include	Include	Include
Janes:	0 1 0 0	0 1 0 0	0 0 0 1	Janes:	0 1 0 0	0 0 0 1	0 0 0 1
Volume Module:				Volume Module:			
Base Vol:	0 0 0 0	0 0 0 0	0 0 0 0	Base Vol:	0 0 0 0	0 0 0 0	0 0 0 0
Growth Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	Growth Adj:	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	0 0 0	Initial Bse:	0 0 0	0 0 0	0 0 0
User Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	User Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
BHF Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	BHF Adj:	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
PFH Volume:	0 0 0	0 0 0	0 0 0	PFH Volume:	0 0 0	0 0 0	0 0 0
Reduc Vol:	0 0 0	0 0 0	0 0 0	Reduc Vol:	0 0 0	0 0 0	0 0 0
Final Volume:	0 0 0	0 0 0	0 0 0	Final Volume:	0 0 0	0 0 0	0 0 0
Critical Gap Module:				Critical Gap Module:			
Critical Sp:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	Critical Sp:	6.5 XXXXX	XXXXX XXXXX XXXXX XXXXX	7.1 6.5 XXXXX
FollowSppm:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	FollowSppm:	4.0 XXXXX	3.5 4.0 XXXXX	3.5 4.0 XXXXX
Capacity Module:				Capacity Module:			
Conflict Vol:	0 0 0	0 0 0	0 0 0	Conflict Vol:	0 0 0	0 0 0	0 0 0
Potent Cap.:	32 XXXXX	365 XXXXX	16 0 XXXXX	Potent Cap.:	222 XXXXX	222 XXXXX	222 XXXXX
Move Cap.:	XXX XXXX	XXX XXXX	XXX XXXX XXXX XXXX XXXX	Move Cap.:	XXX XXXX	XXX XXXX	XXX XXXX XXXX XXXX XXXX
Volume/Cap:	9.3 XXXXX	865 XXXXX	1083 900 XXXXX	Volume/Cap:	9.3 XXXXX	865 XXXXX	956 900 XXXXX
Level of Service Module:				Level of Service Module:			
2Way95thQ:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	2Way95thQ:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
Control Del:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	Control Del:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
LOS by Move:				LOS by Move:			
LOS:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LOS:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	0 0 0	0 0 0	0 0 0	Shared Cap.:	* * * *	* * * *	* * * *
SharedSpce:	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	SharedSpce:	1.0 1.0 1.0	1.0 1.0 1.0	1.0 1.0 1.0
Shrd Contrl:	1.0 1.0 1.0	1.0 1.0 1.0	1.0 1.0 1.0	Shrd Contrl:	0.1 0.1 0.1	0.1 0.1 0.1	0.1 0.1 0.1
Shared TOS:	0.0	0.0	0.0	Shared TOS:	8.9 XXXXX	XXXXX XXXXX	XXXX XXXXX
ApproachLOS:				ApproachLOS:	*	*	*
ApproachLOS:				ApproachLOS:	*	*	*
ApproachLOS:				ApproachLOS:	*	*	*
Note: Queue reported is the number of cars per lane.				Note: Queue reported is the number of cars per lane.			
ApproachLOS:				ApproachLOS:	*	*	*
ApproachLOS:				ApproachLOS:	*	*	*

Fri May 31, 2013 08:58:18  
2035 AM Peak  
Diamond Oaks TIR  
55-2154-01/CN 1339  
Year 2035 Base plus Project AM Peak

Level of Service Detailed Computation Report  
2000 HCM Unsignalized Method  
Future Volume Alternative  
Intersection #4 Russell Ave/Burke St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Reveveh: 0% 0% 0% 0%  
Grade: 0% 0% 0% 0%  
Pedestrian Walk Speed: 4.00 feet/sec  
LaneWidth: 12 feet 12 feet 12 feet  
Time Period: 0.25 hour

Fri May 31, 2013 08:58:18  
2035 AM Peak  
Diamond Oaks TIR  
55-2154-01/CN 1339  
Year 2035 Base Plus Project AM Peak

Level of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Cameron Ave/Burke St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical GP:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowGpLim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Conflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Loss by Move:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ControlVol:	0.0	0.0	0.0	0.0	0.0	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:	L T - LTR - RT																
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shared-Desire:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd combel:	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
Shared LOS:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ApproachVol:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ApproachLOS:

2035 AM Peak

Pri May 31, 2013 08:58:18

2035 AM Peak

Pri May 31, 2013 08:58:18

Page 24-1

Diamond Oaks TIR

55-2454-01/CN 1639

Year 2035 Bare Plus Project AM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Cameron Ave/Burke St

Average Delay (sec/veh): 1.9 Worst Case Level of service: A (8-5)

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R = T = L = T = R = T = R

Control: Stop Sign Uncontrolled

Rights: Include Incline Include

Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol: 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 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 0 9 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 9 0 0 0 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00

PHF Volume: 0 0 0 0 9 0 0 0 0 0 0 0 0 0 0 0

Product Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 0 0 0 9 0 0 0 0 0 0 0 0 0 0 32

Critical Gap Module:

Critical Gap: 6.5 6.2 6.4 XXXX XXXX

FollowupGap: 4.0 3.3 3.5 XXXX XXXX

Capacity Module:

Conflict Vol: XXXX 32 0 0 XXXX XXXX

Potential Cap.: XXXX 65 1091 1029 XXXX XXXX

Move Cap.: XXXX 865 1091 1029 XXXX XXXX

Volume/Cap.: XXXX 0.00 0.00 XXXX XXXX

Level of Service Module:

Two Way Flow: XXXX XXXX

Control Delays: XXXX XXXX XXXX 8.5 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

LOS by Move: \*

Movement: LT = LTR = RT LT = RT LT = RT LT = RT LT = LTR = RT

Shared Cap.: XXXX XXXX 0 XXXX XXXX

Shared Constrains: XXXX XXXX

Shared Constrains: XXXX XXXX

Shared LOS: \*

Approachable: XXXXXX \*

Approachable: XXXXXX \*

Approachable: XXXXXX \*

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

\*\*\*\*\*

Pri May 31, 2013 08:58:18

2035 AM Peak

Diamond Oaks TAR

55-2054-01/CN 1639

Year 2035 Bare Plus Project AM Peak

Level of Service Detailed Computation Report

2000 HCM Unsigned Method

Future Volume Alternative

Intersection #5 Cameron Ave/Burke St

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R = T = R = T = R = T = R

Vehicle: 0%

Grade: 0%

Peds/Hour: 0

Pedestrian Walk Speed: 4.00 feet/sec

LaneWidth: 12 foot

Time Period: 0.25 hour

\*\*\*\*\*

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

\*\*\*\*\*



2035 AM Peak  
-----  
Fri May 31, 2013 08:58:18  
Page 28-1

Diamond Oaks TIAR  
55-2154-01/CN 1639  
Year 2035 Base Plus Project AM Peak  
-----  
Level of Service Detailed Computation Report  
2000 HCM Unsignalized Method  
Future Volume Alternative  
Intersection 16 Russel Ave/Ben Fadden Way  
Approach: North Bound South Bound West Bound  
Movement: L - T - R L - T - R L - T - R  
Headway: 0% 0% 0%  
Grade: 0% 0% 0%  
Pedestrian Walk Speed: 4.00 feet/sec  
LaneWidth: 12 feet 12 feet 12 feet  
Time Period: 0.25 hour

2035 AM Peak  
-----  
Fri May 31, 2013 08:58:18  
Page 29-1

Diamond Oaks TIAR  
55-2154-01/CN 1639  
Year 2035 Base plus Project AM Peak  
-----  
Level of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)  
Intersection 17 Cameron Ave/Ban Maddox Way  
Approach: North Bound South Bound East Bound  
Movement: L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled  
Rights: 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0  
Lane Widths: 12 feet 12 feet 12 feet  
Volume Module:  
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Critical Gap Module:  
Critical GP: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
FollowGap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
Capacity Module:  
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Move Cap.: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Level of Service Module:  
LOS by Move:  
Movement: LT - LTR - RT  
Shared Cap.: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
SharedDemand: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
Shrd Conv: 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  
Shared LOS:  
ApproachCap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
ApproachLOS:  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

2035 AM Peak Fri May 31, 2013 08:58:18 Page 30-1

Diamond Oaks TIR 55-2154-0/CH 1639  
Year 205 Base Plus Project AM Peak

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

Intersection #7 Cameron Ave/Ben Madiix Bay Average Delay (sec/cyc): 7.2 Worst Case Level of Service: A [ 8.5 ] Aerotroch: North Bound South Bound East Bound West Bound Movement: L - T - R - L - T - R - L - T - R Control: Stop Sign Uncontrolled Right: 1.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0 Lanes: 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 Volume Module:

Base Vol:	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	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passer-By Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pat:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HPH Adj:	1.00	1.00	1.00	1.00	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	0	0	0	0	0	0	0	0	0
Product Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	2	9	21	0	2	0	0	0	0	0

Critical Gap Module:  
Critical Gp: 7.1 6.5 XXXXXX XXXXXX 6.5 6.2 4.1 XXXX XXXXXX XXXXXX XXXXXX  
FollowupTime: 3.5 4.0 XXXXXX XXXXXX 4.0 3.3 2.2 XXXX XXXXXX XXXXXX XXXXXX

Capacity Module:  
Conflict Vol: 43 XXXXXX XXXXXX 4.4 0 XXXXXX XXXXXX XXXXXX XXXXXX  
Recent Cap.: 963 XXXXXX XXXXXX 852 1691 0 XXXXXX XXXXXX XXXXXX XXXXXX  
Move Cap.: 944 842 XXXXXX XXXXXX 841 1691 1636 XXXXXX XXXXXX XXXXXX XXXXXX  
Volume/Cap: 0.00 0.00 XXXXXX XXXXXX 0.00 0.01 XXXXXX XXXXXX XXXXXX XXXXXX

Level Of Service Module:  
2WayLeftVol: XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
Control DelXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
Loss by Move: \*  
Movement: LT - LTR - RT  
Shared Cap.: 0 XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
Shared Queue: XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
Shared Control: XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
Shared LOS: \*  
ApproachVol: XXXXXX 9.5 XXXXXX A XXXXXX \* XXXXXX \* XXXXXX \* XXXXXX \* XXXXXX  
ApproachLOS: \*  
Note: Queue reported is the number of cars per lane.

2035 AM Peak Fri May 31, 2013 08:58:18 Page 31-1

Diamond Oaks TIR 55-2154-0/CH 1639  
Year 205 Base Plus Project AM Peak

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

Intersection #7 Cameron Ave/Ben Madiix Bay  
Approach: North Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R  
Hwy/erb: 0% 0% 0% 0% 0% 0% 0% 0% 0%  
Grade: 0% 0% 0% 0% 0% 0% 0% 0% 0%  
Pedestrian Walk Speed: 4.00 feet/sec  
LaneWidth: 12 foot  
Time Period: 0.25 hour

Volume Module:

Base Vol:	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	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passer-By Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pat:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HPH Adj:	1.00	1.00	1.00	1.00	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	0	0	0	0	0	0	0	0	0
Product Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	2	9	21	0	2	0	0	0	0	0

Intersections 47 Cameron Ave/Ben Madiix Bay



2035 AM Peak

Fri May 31, 2013 08:58:18

Page 34-1

Diamond Oaks TIR

55-2454-01/CH 163a

Year 2035 Rate Plus Project AM Peak

Level Of Service Detailed Computation Report

2000 HW Unsigned Method

Future Volume Alternative

Intersection #8 Reese Avenue/Bradley Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Baywidth: 0' 0' 0' 0'

Grade: 0% 0% 0% 0%

Peds/Hour: 0 0 0 0

Pedestrian Walk Speed: 4.00 feet/sec

Lanewidth: 12 foot 12 feet 12 feet 12 feet

Time Period: 0.25 hour

2035 PM Peak Fri May 31, 2013 08:57:41 Page 1-1  
 Diamond Oaks TIR  
 55-2454-01/CN 1339  
 Year 2035 Base Plus Project PM Peak

**Scenario:**  
 2035 PM Peak Scenario Report

**Commands:**  
 Default Classnames  
 Default Geometry  
 2035 PM Peak  
 Default Impact Fee  
 Trip Generation:  
 2035 PM Peak  
 Default Trip Distribution  
 Paths:  
 Default Route  
 Default Configuration

2035 PM Peak Fri May 31, 2013 08:57:41 Page 2-1  
 Diamond Oaks TIR  
 55-2454-01/CN 1339  
 Year 2035 Base plus Project PM Peak

**Report:**  
 Trip Generation Report

**Forecast for PM Peak**

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips Trips In	Trips Trips Out	Total % of Trips Total
1	Zone 1 Subtotal	287.00	PM Peak	0.64	0.36	184	103	287 100.0
	TOTAL					184	103	287 100.0

2035 PM Peak

Fri May 31, 2013 08:57:41

Page 3-1

Diamond Oaks TIR

55-2054-01/CN 1539

Year 2035 Base Plus Project PM Peak

Trip Distribution Report

Percent of Trips Default

Zone	1	2	3	4	To Gates	5	6	7	8	9	10	11
1	5.0	3.0	25.0	20.0	1.0	9.0	5.0	2.0	3.0	22.0	5.0	

2035 PM Peak

Fri May 31, 2013 08:57:41

Page 4-1

Diamond Oaks TIR

55-2054-01/CN 1539

Year 2035 Base Plus Project PM Peak

Turning Movement Report

PM Peak

Volume	Northbound	Southbound	Eastbound	Westbound	Total	
					Left Thru Right	Left Thru Right
<b>#1 Caldwell Avenue/Burke Street</b>						
Base	0	0	0	0	0	0
Added	25	10	8	17	37	9
Total	25	10	8	17	363	979
<b>#2 Caldwell Avenue/Ben Maddox Way</b>						
Base	0	0	0	0	354	967
Added	0	0	19	0	0	0
Total	0	0	19	0	37	12
<b>#3 Caldwell Avenue/Edison Street</b>						
Base	0	0	0	0	0	0
Added	0	0	34	0	0	0
Total	0	0	34	0	0	0
<b>#4 Russel Ave/Burke St</b>						
Base	0	0	0	0	0	0
Added	0	19	0	0	0	0
Total	0	19	0	0	0	0
<b>#5 Cameron Ave/Burke St</b>						
Base	0	0	0	0	0	0
Added	0	0	34	0	0	0
Total	0	0	34	0	0	0
<b>#6 Russel Ave/Ben Maddox Way</b>						
Base	0	0	0	0	0	0
Added	2	13	0	33	31	0
Total	2	13	0	33	31	0
<b>#7 Cameron Ave/Ben Maddox Way</b>						
Base	0	0	0	0	0	0
Added	2	2	0	1	33	13
Total	2	2	0	1	33	13
<b>#8 Reese Avenue/Bradley Street</b>						
Base	0	0	0	0	0	0
Added	0	0	1	0	0	0
Total	0	0	1	0	0	0

2035 PM Peak		Fri May 31, 2013 08:57:42		Page 5-1					
		Diamond Oaks TIAA 55-2454-0/CN 1639							
		Year 2035 Base Plus Project PM Peak							
<b>Impact Analysis Report</b>									
<b>Level Of Service</b>									
Intersection	Base	Future	Future	Change	Future				
	De./ V/	Rel./ V/	Rel./ V/	In	In				
# 1 Caldwell Avenue/Burke Street	LOS Veh C	LOS Veh C	LOS Veh C	+ Inf D/V	+ Inf D/V				
# 2 Caldwell Avenue/Ben Maddox Way	D 37.4 0.936	D 45.5 0.974	D 45.5 0.974	+ 8.057 D/V	+ 8.057 D/V				
# 3 Caldwell Avenue/Edison Street	A 0.0 0.000	C 15.9 0.059	C 15.9 0.059	+15.895 D/V	+15.895 D/V				
# 4 Russel Ave/Burke St	0.0 0.000	A 9.2 0.038	A 9.2 0.038	+ 9.137 D/V	+ 9.137 D/V				
# 5 Cameron Ave/Burke St	0.0 0.000	A 8.6 0.033	A 8.6 0.033	+ 8.620 D/V	+ 8.620 D/V				
# 6 Russel Ave/Ben Maddox Way	0.0 0.000	A 9.5 0.040	A 9.5 0.040	+ 9.471 D/V	+ 9.471 D/V				
# 7 Cameron Ave/Ben Maddox Way	0.0 0.000	A 9.0 0.030	A 9.0 0.030	+ 8.993 D/V	+ 8.993 D/V				
# 8 Reese Avenue/Bradley Street	0.0 0.000	A 8.5 0.001	A 8.5 0.001	+ 8.503 D/V	+ 8.503 D/V				

2035 PM Peak		Fri May 31, 2013 08:57:42		Page 6-1					
		Diamond Oaks TIAA 55-2454-0/CN 1639							
		Year 2035 Base Plus Project PM Peak							
<b>Signal Warrant Summary Report</b>									
<b>Intersection</b>									
	Base Met	(Del / Vol)	Future Met	[Del / Vol]	Future Met				
# 1 Caldwell Avenue/Burke Street	No / No	No / No	No / No	No / No	No / No				
# 3 Caldwell Avenue/Edison Street	No / No	No / No	No / No	No / No	No / No				
# 4 Russel Ave/Burke St	No / No	No / No	No / No	No / No	No / No				
# 5 Cameron Ave/Burke St	No / No	No / No	No / No	No / No	No / No				
# 6 Russel Ave/Ben Maddox Way	No / No	No / No	No / No	No / No	No / No				
# 7 Cameron Ave/Ben Maddox Way	No / No	No / No	No / No	No / No	No / No				
# 8 Reese Avenue/Bradley Street	No / No	No / No	No / No	No / No	No / No				

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-1

Diamond Oaks TIR

55-2454-01CN 1639

Year 2035 Base plus Project PM Peak

Peak Hour Daily Signal Warrant Report

Intersection #1 Caldwell Avenue/Turke Street

Approach: North Bound

Movement: L - T - R L - T - R L - T - R

Control: Stop Sign

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 0 0 0 8 0 36 43 194 0 0 1483 9

Approach: XXXXX

Approach(southbound)(lanes=2)[controlstop sign]

Signal Warrant Rule #: (Vehicle-hours-0.5)

FAIL - Vehicle-hours less than 5 for two or more lane approach.

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #: (approach volume\*4) [total volume=1073]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-2

Diamond Oaks TIR

55-2454-01CN 1639

Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #1 Caldwell Avenue/Turke Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound

Movement: L - T - R L - T - R L - T - R

Control: Stop Sign

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 0 0 0 8 0 36 43 194 0 0 1483 9

Major Street Volume: 309

Minor Approach Volume:

Minor Approach Volume Threshold: >102 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Fri May 31, 2013 08:57:42

Page 7-3

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-4

Diamond Oaks TIR  
55-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #1 Caldwell Avenue/Burke Street

Future Volume Alternatives: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 125 3 9 6 36 43 1539 45 171508 9

ApproachVol: +Inf 677.4 XXXXX

Approach(northbound)(lanes2)[control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours<500]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume<328]

SUCCEED - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Approach(northbound)(lanes2)[control=Stop Sign]

Signal Warrant Rule #: [vehicle-hours=9,4]

SUCCEED - Vehicle-hours > 5 for two or more lane approach.

Signal Warrant Rule #: [approach volume=50]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #: [approach count=4][total volume=328]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an indicator of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-4

Diamond Oaks TIR  
55-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #1 Caldwell Avenue/Burke Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 125 3 9 6 36 43 1539 45 171508 9

Major Street Volume:

Minor Approach Volume:

Minor Approach Volume Threshold: -121 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an indicator of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-4

Diamond Oaks TIR  
55-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #1 Caldwell Avenue/Burke Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop Sign Uncontrolled

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Initial Vol: 125 3 9 6 36 43 1539 45 171508 9

Major Street Volume:

Minor Approach Volume:

Minor Approach Volume Threshold: -121 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an indicator of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-5

Diamond Oaks TIR  
55-2154-01/CN 1539  
Year 2035 Rate Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #3 Caldwell Avenue-Edison Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 0 1	0 0 0 0	0 0 1 0	0 0 2 0
Initial Vol:	0 0 0 0	0 0 0 0	0 1447 0	0
ApproachVol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

2035 PM Peak

Page 7-6

Diamond Oaks TIR  
55-2154-01/CN 1539  
Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #3 Caldwell Avenue-Edison Street

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 0 1	0 0 0 0	0 0 1 0	0 0 2 0
Initial Vol:	0 0 0 0	0 0 0 0	0 1228 0	0 0 1447 0
Major Street Volume:	0	0	0	0
Minor Approach Volume:	0	0	0	0
Minor Approach Volume Threshold:	-67 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak Fri May 31, 2013 08:57:42 Page 7-7

2035 PM Peak Fri May 31, 2013 08:57:42 Page 7-8

2035 PM Peak Fri May 31, 2013 08:57:42 Page 7-9

Diamond Oaks TIAR

55-2454-01/CN 1639

Year 2055 Base Plus Project PW Peak

Peak Hour Signal Warrant Report

Intersection #3 Caldwell Avenue/Edison Street

Future Volume Alternative: Peak Hour Warrant NOT Met.

Approach: North Bound South Bound West Bound

Movement: L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 1 0 0 0 0 0 1 1 0 0 2 0 0

Initial Vol: 0 0 19 0 0 0 0 137 45 0 1489 0

Approach: 15.9 XXXXX

Approach(northbound)[lanesall]control=Stop Sign

Signal Warrant Rule #: (vehicle-hours=0.1)

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume<19]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3]total volume<280]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace

a rigorous and complete traffic signal warrant analysis by the responsible

jurisdiction. Consideration of the other signal warrants, which is beyond

the scope of this software, may yield different results.

2035 PM Peak Fri May 31, 2013 08:57:42 Page 7-9

Fri May 31, 2013 08:57:42 Page 7-10

2035 PM Peak

Diamond Oaks TIR  
55-2454-01/CN 1639  
Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #4 Russell Ave/Burke St  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 1 0 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
ApprochVol: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
\*\*\*\*\*

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Major Street Volume: 0  
Minor Approach Volume: 0  
Minor Approach Volume Threshold: +Inf

STRAIGHT SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak Fri May 31, 2013 08:57:42 Page 7-9

Fri May 31, 2013 08:57:42 Page 7-10

2035 PM Peak

Diamond Oaks TIR  
55-2454-01/CN 1639  
Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Russell Ave/Burke St

Base Volume Alternative: Peak Hour Warrant NOT Met.

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Major Street Volume: 0  
Minor Approach Volume: 0  
Minor Approach Volume Threshold: +Inf

STRAIGHT SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-11

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-12

Diamond Oaks TIAR  
55-2054-01/CN 1539

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

\* \* \* \* \* Russell Ave/Burke St

Intersection #4 Russell Ave/Burke St

\* \* \* \* \* Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

\* \* \* \* \* Approach: North Bound [----| South Bound |----| East Bound |----| West Bound |----|

Movement: L = T = R L = T = R L = T = R

\* \* \* \* \* Control: Stop Sign [----| Uncontrolled |----| Uncontrolled |----|

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Vol: 0 19 0 34 0 9.1 xxxxx

Approach: 9.2

\* \* \* \* \* Approach: Southbound [----| control/Stop sign |----|

Signal Warrant Rule #: (vehicle-hours=0.0)

\* \* \* \* \* FAIL - Approach volume less than 4 for one lane approach.

\* \* \* \* \* FAIL - Approach volume less than 100 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #3: [approach count=1][total volume=106]

\* \* \* \* \* FAIL - Total volume less than 650 for intersection with less than four approaches

\* \* \* \* \* Approach: (southbound [lanes=1][control/Stop sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

\* \* \* \* \* FAIL - Vehicle-hours less than 4 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #2: [approach volume=63]

\* \* \* \* \* FAIL - Approach volume less than 100 for one lane approach.

\* \* \* \* \* Signal Warrant Rule #3: [approach count=1][total volume=106]

\* \* \* \* \* FAIL - Total volume less than 650 for intersection with less than four approaches.

\* \* \* \* \* SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Diamond Oaks TIAR  
55-2054-01/CN 1539

Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

\* \* \* \* \* Year 2035 Base Plus Project PM Peak

\* \* \* \* \* Peak Hour Volume Signal Warrant Report (Urban)

\* \* \* \* \* Intersection #4 Russell Ave/Burke St

\* \* \* \* \* Future Volume Alternative: Peak Hour Warrant NOT Met

\* \* \* \* \* Approach: North Bound [----| South Bound |----| East Bound |----| West Bound |----|

Movement: L = T = R L = T = R L = T = R

\* \* \* \* \* Control: Stop Sign [----| Uncontrolled |----| Uncontrolled |----|

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Vol: 0 19 0 34 0 9.1 0 0 0 0 0 0 0 0 0 0

\* \* \* \* \* Major Street Volume: 19

\* \* \* \* \* Minor Approach Volume: 68

\* \* \* \* \* Minor Approach Volume Threshold: 1276

\* \* \* \* \* SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Fri May 31, 2013 08:57:42

Page 7-13

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-14

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-14

Diamond Oaks TIR  
55-2054-01/CN 1639  
Year 2005 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #5 Cameron Ave/Burke St  
Approach: North Bound South Bound West Bound  
Movement: L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign  
Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
ApproachVol: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0  
Major Street Volume: 0  
Minor Approach Volume: 0  
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound  
Movement: L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Uncontrolled  
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Major Street Volume: 0  
Minor Approach Volume: 0  
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-14

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-14

Diamond Oaks TIR  
55-2054-01/CN 1639  
Year 2005 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Cameron Ave/Burke St  
Approach: North Bound South Bound East Bound  
Movement: L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Major Street Volume: 0  
Minor Approach Volume: 0

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound  
Movement: L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Uncontrolled  
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Major Street Volume: 0  
Minor Approach Volume: 0

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Pri May 31, 2013 08:57:42

Page 7-15

Fri May 31, 2013 08:57:42

Page 7-16

Diamond Oaks TIR

53-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

\*\*\*\*\* Intersection #5 Cameron Ave/Burke St \*\*\*\*\*

\*\*\*\*\* Approach #1 South Bound [control=stop Sign] \*\*\*\*\*

Approach: North Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R

Control: Stop Sign

Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 34 0 0 0 0 0 0 0 19

Approach: XXXXX

Approach #2 Southbound [lanes=1] [control=stop Sign]

Signal Warrant Rule #: (vehicle-hours=0,1)

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #: (approach volume=34)

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #: (approach count=2) [total volume=53]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

Signal Warrant Disclaimer

This peak hour signal warrant analysis should be considered solely as an

"indicator" of the likelihood of an unsignalized intersection warranting

a traffic signal in the future. Intersections that exceed this warrant

are probably more likely to meet one or more of the other volume based

signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Considerations of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Diamond Oaks TIR

53-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\* Intersection #5 Cameron Ave/Burke St \*\*\*\*\*

\*\*\*\*\* Future Volume Alternatives: Peak Hour Warrant NOT Met \*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Control: Stop Sign Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 34 0 0 0 0 0 0 0 0 0 19

Major Street Volume: 19

Minor Approach Volume: 34

Minor Approach Volume Threshold: 176

-----

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Considerations of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Page 7-17

Fri May 31, 2013 08:57:42

Page 7-18

2035 PM Peak

Page 7-19

Fri May 31, 2013 08:57:42

Diamond Oaks STAR

55-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

Approach: North Bound

Movement: L - T - R

Control: Stop sign

Lanes: 0 0 0 1 0

Initial Vol: 0 0 0 0 0

Approach: South Bound

Movement: L - T - R

Control: Uncontrolled

Lanes: 0 0 0 1 0

Initial Vol: 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Diamond Oaks STAR

55-2454-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report (Urban)

Intersection #6 Russel Ave/Ben Maddox Way

Approach: North Bound

Movement: L - T - R

Control: Stop sign

Lanes: 0 1 0 0 0

Initial Vol: 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Fri May 31, 2013 08:57:42

Page 7-19

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-20

Diamond Oaks TIR

55-4545-01/CN 1639

Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #6 Russel Ave/Ben Maddox Way

North Bound | South Bound | East Bound |

Approach: L - T - R | L - T - R | L - T - R |

Movement: Uncontrolled | Uncontrolled | Uncontrolled |

Control: Stop Sign | Stop Sign | Stop Sign |

Lanes: 0 1 0 0 | 0 1 0 0 | 0 1 0 0 | 0 1 0 0

Initial Vol: 2 13 0 0 | 3 33 0 0 | 3 33 0 0 | 3 33 0 0

ApproachDel: 9.5 9.5 9.5 9.5

Approach(northbound)[1]assn1[control=Stop Sign]

Signal Warrant Rule #: [vehicle-hours=.01]

FAIL - Vehicle-hours less than .01 for one lane approach.

Signal Warrant Rule #: [approach volume=113]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

Approach(southbound)[1]assn1[control=Stop Sign]

Signal Warrant Rule #: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than .2 for one lane approach.

Signal Warrant Rule #: [approach volume=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #: [approach count=3][total volume=113]

FAIL - Total volume less than 650 for intersection

with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-20

Diamond Oaks TIR

55-4545-01/CN 1639

Year 2035 Base plus Project PM Peak

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Russel Ave/Ben Maddox Way

Future Volume Alternative: Peak Hour Warrant Non Met

Approach: North Bound | South Bound | East Bound |

Movement: L - T - R | L - T - R | L - T - R |

Control: Uncontrolled | Uncontrolled | Uncontrolled |

Lanes: 0 1 0 0 | 0 1 0 0 | 0 1 0 0 | 0 1 0 0

Initial Vol: 2 13 0 0 | 3 33 0 0 | 3 33 0 0 | 3 33 0 0

Major Street Volume: 32

Minor Approach Volume: 36

Minor Approach Volume Threshold: 1137

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-21

Diamond Oaks TIR

55-245-01/N 1639

Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #7 Cameron Ave/Ben Maddox Way

Intersection #7 Cameron Ave/Sen Maddox Way

Base Volume Alternative: Peak Hour Warrant Not Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ApproachDel: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

-----

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-22

Diamond Oaks TIR

55-245-01/N 1639

Year 2035 Base plus Project PM Peak

Peak Hour Delay Signal Warrant Report [Urban]

Intersection #7 Cameron Ave/Sen Maddox Way

Intersection #7 Cameron Ave/Ben Maddox Way

Base Volume Alternative: Peak Hour Warrant Not Met

Approach: North Bound South Bound

Movement: L - N - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

-----

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-23

Fri May 31, 2013 08:57:42

Page 7-24

Diamond Oaks TIR

55-2054-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled

Lanes: 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Initial Vol: 2 2 0 0 1 33 0 1 0 0 0 0 0 0 0 0

ApproachVol: 9 0 8 4 XXXXX

Approach(northbound)[lanes=1]controlstop sign]

Signal Warrant Rule #: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #: [approach count=3]total volume<52]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach(southbound)[lanes=1]controlstop sign]

Signal Warrant Rule #: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #: [approach volume=34]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #: [approach count=3]total volume<52]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an indicator of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-23

Fri May 31, 2013 08:57:42

Page 7-24

Diamond Oaks TIR

55-2054-01/CN 1639

Year 2035 Base Plus Project PM Peak

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #7 Cameron Ave/Ben Maddox Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled

Lanes: 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Initial Vol: 2 2 0 0 1 33 0 1 0 0 1 33 0 1 0 0

Major Street Volume: 14

Minor Approach Volume: 34

Minor Approach Volume Threshold: 1358

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an indicator of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-25

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-26

Diamond Oaks TIAR  
55-2454-01/CN 1039

Year 2035 Base Plus Project PM Peak

**Peak Hour Delay Signal Warrant Report**

\*Intersection #B Reese Avenue/Bradeley Street  
Approach: L = T = R, L = T = R, L = T = R

Movement: L = T = R, L = T = R, L = T = R

Control: Stop Sign Stop Sign Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ApproachVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

**SIGNAL WARRANT DISCLAIMER**

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-26

2035 PM Peak

Fri May 31, 2013 08:57:42

Page 7-26

Diamond Oaks TIAR  
55-2454-01/CN 1039

Year 2035 Base Plus Project PM Peak

**Peak Hour Volume Signal Warrant Report (Urban)**

\*Intersection IS Reese Avenue/Bradeley Street  
Approach: L = T = R, L = T = R, L = T = R

Movement: L = T = R, L = T = R, L = T = R

Control: Stop Sign Stop Sign Uncontrolled

Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Initial Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Major Street Volume: 0

Minor Approach Volume: 0

Minor Approach Volume Threshold: +Inf

**SIGNAL WARRANT DISCLAIMER**

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

2035 PM Peak Fri May 31, 2013 08:57:42

Page 7-27

2035 PM Peak Fri May 31, 2013 08:57:42

Page 7-28

Diamond Oaks TIAR  
55-2454-01/CN 1339

Year 2035 Base Plus Project PM Peak

Peak Hour Delay Signal Warrant Report

Intersection #8 Reese Avenue/Bradley Street

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound West Bound

Movement: L - T - R L - P - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 1

Initial Vol: 0 0 0 0 1 0 0 0 0 0 0 0 2

ApproachVol: XXXXX

Approach l[lanes=1]controlStop sign |

Signal Warrant Rule #: (vehicle-hours=0.0)

FAIL - Vehicle-hours less than 0 for one lane approach.

Signal Warrant Rule #2: (approach volume=1)

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: (approach count=1)[total volume=3]

FAIL - total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PEAK HOUR VOLUME SIGNAL WARRANT REPORT [URBAN]  
Intersection #8 Reese Avenue/Bradley Street  
Future Volume Alternative: Peak Hour Warrant NOT Met  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - P - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 1  
Initial Vol: 0 0 0 0 1 0 0 0 0 0 0 0 2  
Major Street Volume: 2  
Minor Approach Volume: 1  
Minor Approach Volume Threshold: 1377

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

Fri May 31, 2013 08:57:43

Page 8-1

Diamond Oaks TIR

55-2454-01CN 1039

Year 2055 Base Plus Project PM Peak

Level of Service Computation Report

2000 HCM Unsigned Method (Base Volume Alternative)

Intersection #1 Caldwell Avenue/Ankle Street

Average Delay (sec/veh): 1.1 Worst Case Level of Service: F [ 64.9 ]

Approach: North Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 1 0 1 0 1 0

Volume Module:  
Base Vol: 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  
Initialise: 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
PHE Volume: 0  
Final Volume: 0  
Critical Gap Module:  
Critical Sp: 7.6 6.6 7.0 6.9 6.6 7.0 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowUpSp: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx  
Capacity Module:  
Conflict Vol: 2223 3339 812 2522 3334 811 1622 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potent Cap: 14 8 320 23 8 320 384 xxxxx  
Pote Cap.: 11 7 320 20 7 320 384 xxxxx  
Volume/Cap.: 0.00 0.00 0.00 0.43 0.00 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12  
Level of Service Module:

Control Delays: xxxxx xxxxx 21.2 xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* C  
Movement: LT - RT - RT LT - LTR - RT  
Shared Cap.: xxxx xxxx 0 xxxx xxxx 340 xxxx  
Shared ConDelxxxx xxxx xxxx xxxx 0.4 xxxx  
Shared LOS: \* \* \* \* \* C  
ApproachTotal: \* \* \* \* \* F  
Potent Cap.: 14 9.8 320 23 8 320 384 xxxxx xxxxx 160 xxxxx xxxxx 160 xxxxx xxxxx 160 xxxxx xxxxx  
Potent Cap. : 14 9.8 320 23 8 320 384 xxxxx xxxxx 160 xxxxx xxxxx

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OML-MBANS, VISALIA, CA

2035 PM Peak

Page 8-1

Fri May 31, 2013 08:57:43

Page 9-1

Diamond Oaks TIR

55-2454-01CN 1039

Year 2055 Base Plus Project PM Peak

Level of Service Computation Report

2000 HCM Unsigned Method (Base Volume Alternative)

Intersection #1 Caldwell Avenue/Ankle Street

Average Delay (sec/veh): 1.1 Worst Case Level of Service: F [ 64.9 ]

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 1 0 1 0 1 0

Volume Module:  
Base Vol: 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  
Initialise: 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
PHE Volume: 0  
Final Volume: 0  
Critical Gap Module:  
Critical Sp: 7.6 6.6 7.0 6.9 6.6 7.0 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowUpSp: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx  
Capacity Module:  
Conflict Vol: 2223 3339 812 2522 3334 811 1622 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potent Cap: 14 8 320 23 8 320 384 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Pote Cap.: 11 7 320 20 7 320 384 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap.: 0.00 0.00 0.00 0.43 0.00 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12  
Level of Service Module:

Control Delays: xxxxx xxxxx 21.2 xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* C  
Movement: LT - RT - RT LT - LTR - RT  
Shared Cap.: xxxx xxxx 0 xxxx xxxx 340 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx  
Shared ConDelxxxx xxxx xxxx xxxx 0.4 xxxx xxxx xxxx xxxx xxxx xxxx xxxx  
Shared LOS: \* \* \* \* \* C  
ApproachTotal: \* \* \* \* \* F  
Potent Cap.: 14 9.8 320 23 8 320 384 xxxxx xxxxx 160 xxxxx xxxxx 160 xxxxx xxxxx  
Potent Cap. : 14 9.8 320 23 8 320 384 xxxxx xxxxx 160 xxxxx xxxxx

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OML-MBANS, VISALIA, CA





2035 PM Peak Fri May 31, 2013 08:57:43 Page 13-2

2035 PM Peak Fri May 31, 2013 08:57:43 Page 13-3

Diamond Oaks TIR  
55-2454-01CN 1639

Year 2035 Base Plus Project PM Peak

Level of Service Detailed Computation Report (HCM-2003 Greene Method)

2000 HCM Operations Method

Base Volume Alternative

Intersection #2 Caldwell Avenue/Ben Mardon Way

Approach: L - T - R South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R

Green/Cycle: 0.00 0.00 0.00 0.26 0.00 0.26 0.24 0.62 0.00 0.00 0.37 0.37

ArrivalType: 3 3 3 3 3 3 3 3 3 3 3 3

ProxFactor: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Q1: 0.0 0.0 0.0 0.4 0.0 0.4 0.5 0.0 0.0 0.0 0.0 0.0

UpstreamOC: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

UpstreamAdj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

EarlyArr: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Q2: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

ACM/PRQues: 0.0 0.0 0.0 0.4 0.0 0.4 0.0 0.4 0.0 0.4 0.0 0.0

70thFactor: 1.20 1.20 1.20 1.20 1.20 1.20 1.17 1.17 1.17 1.17 1.17 1.16

HCMk90thQ: 0.0 0.0 0.0 0.5 0.0 0.5 0.0 0.0 0.0 0.0 0.0 0.0

85thFactor: 1.60 1.60 1.60 1.60 1.60 1.60 1.48 1.47 1.47 1.47 1.47 1.44

HCMk95thQ: 0.0 0.0 0.0 0.7 0.0 0.7 0.0 0.0 0.0 0.0 0.0 0.0

90thFactor: 1.80 1.80 1.80 1.79 1.79 1.79 1.58 1.58 1.58 1.58 1.58 1.52

HCMk90thQ: 0.0 0.0 0.0 0.8 0.0 0.8 0.0 0.0 0.0 0.0 0.0 0.0

95thFactor: 2.10 2.10 2.10 2.09 2.09 2.09 1.75 1.74 1.74 1.74 1.74 1.66

HCMk95thQ: 0.0 0.0 0.0 0.9 0.0 0.9 0.0 0.0 0.0 0.0 0.0 0.0

98thFactor: 2.70 2.70 2.70 2.67 2.67 2.67 1.99 1.99 1.99 1.99 1.99 1.86

HCMk98thQ: 0.0 0.0 0.0 1.1 0.0 1.1 0.0 0.0 0.0 0.0 0.0 0.0

Fuel Consumption and Emissions

2000 HCM Operations Method

Base Volume Alternative

Intersection #2 Caldwell Avenue/Ben Mardon Way

Approach: L - North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R

Run Speed: 30 MPH 30 MPH 30 MPH 30 MPH

NumofSteps: 0.0 0.0 0.0 0.0

Name: Year 1995 composite fleet

Fuel Consumption: 117.163 pounds

Carbon Dioxide: 18.983 gallons

Carbon Monoxide: 365.549 pounds

Hydrocarbons: 29.496 pounds

Nitrogen Oxides: 5.603 pounds

Nitrogen Oxides: 1.293 pounds

Name: Year 2000 composite fleet

Fuel Consumption: 117.163 pounds

Carbon Dioxide: 18.983 gallons

Carbon Monoxide: 365.549 pounds

Hydrocarbons: 29.496 pounds

Nitrogen Oxides: 5.603 pounds

Nitrogen Oxides: 1.293 pounds

DISCLAIMER

The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Fri May 31, 2013 08:57:43

Page 14-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 15-1

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base Plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Control:

Protected:

Included:

Included:

Protected:

Saturation Flow Module:

Base Vol:

Growth Adj:

Initial Use:

Added Vol:

Passeyvol:

Initial Put:

User Adj:

PHE Adj:

PHE Volume:

Reduced Vol:

Reduced Vol:

PCE Adj:

MUF Adj:

Final Volume:

Final Sat:

Capacity Analysis Module:

Chit Moves:

Yell/Sat:

Green/Cycle:

Green/Cycle:

Vehicle/Cap:

Delay/Veh:

User DelAdj:

Adj/Veh/Yeh:

Ics by Move:

HCM/RAGC:

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

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OBNI-MEMAS, VISALIA, CA

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Included:

Included:

Protected:

Saturation Flow Module:

Base Vol:

Growth Adj:

Initial Use:

Added Vol:

Passeyvol:

Initial Put:

User Adj:

PHE Adj:

PHE Volume:

Reduced Vol:

Reduced Vol:

PCE Adj:

MUF Adj:

Final Volume:

Final Sat:

Capacity Analysis Module:

Chit Moves:

Yell/Sat:

Green/Cycle:

Green/Cycle:

Vehicle/Cap:

Delay/Veh:

User DelAdj:

Adj/Veh/Yeh:

Ics by Move:

HCM/RAGC:

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

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Included:

Included:

Protected:

Saturation Flow Module:

Base Vol:

Growth Adj:

Initial Use:

Added Vol:

Passeyvol:

Initial Put:

User Adj:

PHE Adj:

PHE Volume:

Reduced Vol:

Reduced Vol:

PCE Adj:

MUF Adj:

Final Volume:

Final Sat:

Capacity Analysis Module:

Chit Moves:

Yell/Sat:

Green/Cycle:

Green/Cycle:

Vehicle/Cap:

Delay/Veh:

User DelAdj:

Adj/Veh/Yeh:

Ics by Move:

HCM/RAGC:

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

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Included:

Included:

Protected:

Saturation Flow Module:

Base Vol:

Growth Adj:

Initial Use:

Added Vol:

Passeyvol:

Initial Put:

User Adj:

PHE Adj:

PHE Volume:

Reduced Vol:

Reduced Vol:

PCE Adj:

MUF Adj:

Final Volume:

Final Sat:

Capacity Analysis Module:

Chit Moves:

Yell/Sat:

Green/Cycle:

Green/Cycle:

Vehicle/Cap:

Delay/Veh:

User DelAdj:

Adj/Veh/Yeh:

Ics by Move:

HCM/RAGC:

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

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Included:

Included:

Protected:

Saturation Flow Module:

Base Vol:

Growth Adj:

Initial Use:

Added Vol:

Passeyvol:

Initial Put:

User Adj:

PHE Adj:

PHE Volume:

Reduced Vol:

Reduced Vol:

PCE Adj:

MUF Adj:

Final Volume:

Final Sat:

Capacity Analysis Module:

Chit Moves:

Yell/Sat:

Green/Cycle:

Green/Cycle:

Vehicle/Cap:

Delay/Veh:

User DelAdj:

Adj/Veh/Yeh:

Ics by Move:

HCM/RAGC:

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

Diamond Oaks TIR

55-2454-01CN 1339

Year 2035 Base plus Project PM Peak

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Calowell Avenue/Pen Maddon Way

Y+R:

Optimal Cycle:

Loss Time (sec):

Cycle (sec):

Level Of Service:

Average Delay (sec/veh):

Critical Vol./Cap.(X):

Protected:

Included:

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 15--2

Diamond Oaks TIR

55-2054-01/CN 1439

Year 2035 Base Plus Project PM Peak

Level of Service Detailed Computation Report (HCM2000 Queue Method)

Future Volume Alternative

Intersection #2 Caldwell Avenue/Ben Marder Way

\* \* \* \* \* Caldwell Avenue/Ben Marder Way

\* \* \* \* \* North Bound South Bound Bass Bound West Bound

Approach: L - T - R L - T - R L - T - R

Movement: L - T - R L - T - R L - T - R

Green/Cycle: 0.02 0.10 0.19 0.18 0.26 0.24 0.57 0.00 0.03 0.36 0.36

ArrivalType: 3 3 3 3 3 3 3 3 3 3 3

ProFactor: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Q1: 0.8 0.2 0.2 0.4 0.8 16.9 11.3 9.6 0.0 0.9 17.4 17.4

UpstreamVC: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

UpstreamMedj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

EarlyArrd: 1.60 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Q2: 1.8 0.1 0.1 0.1 0.1 6.4 6.4 6.4 0.0 0.9 7.9 7.9

HCM2000queue: 2.6 0.3 0.3 0.5 0.9 17.3 17.8 10.9 0.0 1.3 25.3 25.3

70th%Factor: 1.19 1.20 1.20 1.20 1.16 1.16 1.18 1.20 1.20 1.15 1.15

HCM2000T0thRQ: 3.0 0.4 0.3 0.6 1.1 0.0 20.1 20.7 12.7 0.0 2.1 29.2 29.2

85th%Factor: 1.58 1.60 1.60 1.60 1.59 1.59 1.47 1.47 1.51 1.60 1.58 1.43

HCM2000th: 4.0 0.5 0.5 0.4 0.8 1.5 25.4 26.0 16.3 0.0 2.8 36.2 36.2

90th%Factor: 1.75 1.79 1.79 1.79 1.78 1.78 1.57 1.56 1.63 1.80 1.77 1.51 1.51

HCM2000th0: 4.5 0.6 0.5 0.9 1.7 27.1 27.8 17.6 0.0 3.2 39.3 38.3

95th%Factor: 2.02 2.09 2.09 2.08 2.07 1.73 1.72 1.83 2.10 2.04 1.65 1.65

HCM2000th0: 5.2 0.7 0.6 1.0 1.9 29.9 30.6 19.8 0.0 3.6 41.7 41.7

98th%Factor: 2.52 2.67 2.68 2.66 2.63 1.96 1.96 2.14 2.70 2.57 1.84 1.84

HCM2000th0: 6.4 0.9 0.7 1.3 2.5 33.9 34.7 23.1 0.0 4.6 46.7 46.7

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 15--3

Planned Oaks TIR

55-2054-01/CN 1439

Year 2035 Base Plus Project PM Peak

Fuel Consumption and Emissions

2000 HCM Operations Method

Future Volume Alternative

Intersection #2 Caldwell Avenue/Ben Marder Way

\* \* \* \* \* Caldwell Avenue/Ben Marder Way

\* \* \* \* \* North Bound South Bound East Bound West Bound

Approach: L - T - R L - T - R L - T - R L - T - R

Movement: L - T - R L - T - R L - T - R L - T - R

Run Speed: 30 MPH 30 MPH 30 MPH 30 MPH

NumStops: 6.8 2.5 2.0 3.9 7.6 97.8 101.3 165.0 0 7.8 295.3 2.2

Name: year 1995 composite fleet

Fuel consumption: 141.709 pounds

Carbon Dioxide: 22.957 gallons

Carbon Monoxide: 442.131 pounds

Hydrocarbons: 36.204 pounds

Nitrogen Oxides: 7.044 pounds

Nitrogen Oxide: 1.540 pounds

Name: year 2000 composite fleet

Fuel consumption: 141.709 pounds

Carbon Dioxide: 22.957 gallons

Carbon Monoxide: 442.131 pounds

Hydrocarbons: 36.204 pounds

Nitrogen Oxides: 7.044 pounds

Nitrogen Oxide: 1.540 pounds

DISCLAIMER

The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TIRfix. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Page 16-1  
 Fri May 31, 2013 08:57:43  
 2035 PH Peak  
 Diamond Oaks TIR  
 55-245-01/CN 1639  
 Year 2035 Base Plus Project PH Peak  
 Level Of Service Computation Report  
 2005 HCM Unsignalized Method Base Volume Alternative  
 Intersection #3 Caldwell Avenue/Eisen Street  
 Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[ 0.0 ]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L → T → R L → T → R L → T → R L → T → R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 0 1 0 0 0 0 0 0 1 1 0 0 2 0 0 1  
 Volume Module:  
 Base Vol: 0 0 0 0 0 0 0 0 0 0 1328 0 0 0 1447 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 0 0 0 0 0 0 0 1328 0 0 0 1447 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHS Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
 PH Volume: 0 0 0 0 0 0 0 0 0 0 1443 0 0 0 1573 0  
 Result Vol: 0 0 0 0 0 0 0 0 0 0 1443 0 0 0 0 0  
 Final Volume: 0 0 0 0 0 0 0 0 0 0 1443 0 0 0 0 0

Fri May 31, 2013 08:57:43 Page 17-1

---

2035 PEAK

Intersection #3 Calwell Avenue/Edison Street

Diamond Oaks TIR  
55-2454-01/CN 1539

Year 2035 Base Plus Project PEAK

Level of Service Detailed Computation Report

2000 HCM Unsigned Method Alternative

Base Volumes: Alternative

Approach: North Bound South Bound East Bound West Bound

Movement: L = T = R L = T = R L = T = R L = T = R

Westbound:

38	38	5%	5%
0%	0%	0%	0%
0	0	0	0

Grade: 0% 0% 0% 0%

Peds/Hour: 0 0 0 0

Adestrain Walk Speed: 4.00 feet/sec

LaneWidth: 12 feet 12 feet 12 feet 12 feet

Time Period: 0:25 hour

Upstream Signals:

Link Index: 1

Dist (miles):

Speed (mph):

SignalIndex: 1

Cycle Time: 0 sec

InitVolName: 0 0

Saturation: 0 0

ArrivalType: 0 0

Page 17-1  
 Fri May 31, 2013 08:57:43  
 2035 PM Peak  
 Intersection #3 Caldwell Avenue Edison Street  
 Year 2035 Base Plus Project PM Peak  
 Level of Service Detailed Computation Report  
 2000 HCM Unsignalized Method  
 Diamond Oaks TIR  
 55-2454-01-CN 1639  
 Base Volumes Alternative

	North Bound	South Bound	East Bound	West Bound
Approach:	$L - T - R$	$L - T - R$	$L - T - R$	$L - T - R$
Movement:	$ $	$ $	$ $	$ $
Grade:	3%	3%	5%	5%
Days/Hour:	0%	0%	0%	0%
Pedestrian Walk Speed:	4.00 feet/sec			
Lane Width:	12 feet		12 feet	
Time Period:	0.25 hour			
Upstream Signals:				
Link Index:				
dist (miles):				
speed (mph):				
signalIndex:				
Cycle Time:				
UnitValue:				
Saturation:				
PriorityType:				

Traffix 8.0-0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2008 BOWLING ASSOC. CHAMPIONSHIPS, AUGUST 8-10, 2008, ST. LOUIS, MO



Fri May 31, 2013 08:57:43

Page 20-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 21-1

Diamond Oaks TIR  
55-2154-01.CB 1339

Year 2035 Base plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection # Russel Ave/Purke St.

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

Approach: North Bound South Bound West Bound

Movement: L - T - R L - T - R L - T - R

control: Step Sign Stop Sign Uncontrolled

Rights: Inclined Inhibit

Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Initial Use: 0 0 0 0 0 0 0 0 0 0 0 0

User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

FollowOptim: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:

Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Potent Cap.: 0 0 0 0 0 0 0 0 0 0 0 0

Move Cap.: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level of Service Module:

Level of Service: C 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Control Del: 0 0 0 0 0 0 0 0 0 0 0 0

LOS by Move:

LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 0 0 0 0 0 0 0 0 0 0 0 0

Shared Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Shrd ConDel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0

Approach LOS:

Approach LOS: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Page 21-1

2035 PM Peak

Fri May 31, 2013 08:57:43

Page 20-1

Fri May 31, 2013 08:57:43

Fri May 31, 2013 08:57:43  
2035 PM Peak

Fri May 31, 2013 08:57:43  
Page 22-1

Diamond Oaks TIAR  
56-2454-01/CN 1439  
Year 2035 Base Plus Project PM Peak

Level of Service Detailed Computation Report

Future Volume Alternative

2000 HCM Unsignedized Method

Intersection # S Cameron Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level of Service: f 0.01

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R - L - T - R - L - T - R - L - T - R

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

Fri May 31, 2013 08:57:43  
2035 PM Peak

Fri May 31, 2013 08:57:43  
Page 23-1

Diamond Oaks TIAR  
56-2454-01/CN 1439  
Year 2035 Base Plus Project PM Peak

Level of Service Congestion Report

2000 HCM Unsignedized Method (Basic Volume Alternative)

Intersection # S Cameron Ave/Burke St

Average Delay (sec/veh): 0.0 Worst Case Level of Service: f 0.01

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R - L - T - R - L - T - R - L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: 0% Include Lane: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1

Volume Module:

Base Vol: 0

Growth Adj: 0.00

Initial Vol: 0

User Adj: 0.00

PM Adj: 0.00

PEF Volume: 0

Stdect Vol: 0

Final Volume: 0

Critical Gap Module:

Critical Gp: 0.0

Following Tim: 0.0

Capacity Module:

Conflict Vol: 0

Potent Cap.: 0

Move Cap.: 1

Volume/Cap: 0.00

Level of Service Module:

2Way5thQ: 0.0

Control Del: 0.0

LOS by Move:

LT - LTR - RT: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 0.0

SharedQueue: 0.0

Shrd Condl: 1.0

ApproachDel:

ApproachLOS: 0.0

Fri May 31, 2013 08:57:43

Page 24-1

Fri May 31, 2013 08:57:43

Page 25-1

2035 PM Peak

Page 24-1

Page 25-1

Diamond Oaks TIR

55-254-01/CN 1319

Year 2035 Base Plus Project PM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method Future Volume Alternative

Intersection #5: Cameron Ave/Burke St

Average Delay (sec/veh): 5.5 Worst Case Level of Service: Af 8.61

Approach: North Bound East Bound

Movement: L - T - R L - T - R West Bound

Control: Stop Sign Uncontrolled

Rights: Include Inclined

Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 1

Volume Module:

Base Vol:

Growth Adj: 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0 0

Initial Vol:

Added Vol:

PasserByVol:

Initial Flt:

User Adj:

PHF Adj:

PHF Volume:

Reduc Vol:

Product Vol:

Final Volume:

Critical Gap module:

FollowupGap module:

Capacity Module:

Conflict Vol: xxxx 19 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Potent Cap.: xxxx 878 1091 1029 xxxx xxxx xxxx xxxx xxxx xxxx

Flow Cap.: xxxx 879 1091 1059 xxxx xxxx xxxx xxxx xxxx xxxx

Volume/Cap: xxxx 0.00 0.00 0.03 xxxx xxxx xxxx xxxx xxxx xxxx

TwoWay5th:

Control Delays: xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx

LOS by Move: \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxx xxxx 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shared Control: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shrd Condol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shared LOS: \* \* \* \* \*

ApproachVol: xxxx \* \* \* \* \*

ApproachLOS: \* \* \* \* \*

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

Trafficix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ORNI-MEANS, VISALIA, CA

Fri May 31, 2013 08:57:43

Page 24-1

2035 PM Peak

Diamond Oaks TIR

55-244-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level of Service Detailed Computation Report

2010 HCM Unsigned Method Future Volume Alternative

Intersection #5: Cameron Ave/Burke St

Average Delay (sec/veh): 5.5 Worst Case Level of Service: Af 8.61

Approach: North Bound South Bound East Bound

Movement: L - T - R L - T - R L - T - R West Bound

Control: Stop Sign Uncontrolled

Rights: Include Inclined

Lanes: 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module:

Base Vol:

Growth Adj: 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0

Initial Vol:

Added Vol:

PasserByVol:

Initial Flt:

User Adj:

PHF Adj:

PHF Volume:

Reduc Vol:

Product Vol:

Final Volume:

Critical Gap module:

FollowupGap module:

Capacity Module:

TwoWay5th:

Control Delays: xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx

LOS by Move: \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxx xxxx 0 xxxx xxxx xxxx xxxx xxxx xxxx

Shared Control: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shrd Condol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shared LOS: \* \* \* \* \*

ApproachVol: xxxx \* \* \* \* \*

ApproachLOS: \* \* \* \* \*

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

Trafficix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

Fri May 31, 2013 08:57:43

Page 24-1

Fri May 31, 2013 08:57:43

Page 25-1

Diamond Oaks TIR

55-244-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level of Service Detailed Computation Report

2010 HCM Unsigned Method Future Volume Alternative

Intersection #5: Cameron Ave/Burke St

Average Delay (sec/veh): 5.5 Worst Case Level of Service: Af 8.61

Approach: North Bound South Bound East Bound

Movement: L - T - R L - T - R L - T - R West Bound

Control: Stop Sign Uncontrolled

Rights: Include Inclined

Lanes: 0 0 1 0 1 0 0 0 0 0 0 1

Volume Module:

Base Vol:

Growth Adj: 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0

Initial Vol:

Added Vol:

PasserByVol:

Initial Flt:

User Adj:

PHF Adj:

PHF Volume:

Reduc Vol:

Product Vol:

Final Volume:

Critical Gap module:

FollowupGap module:

Capacity Module:

TwoWay5th:

Control Delays: xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx

LOS by Move: \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxx xxxx 0 xxxx xxxx xxxx xxxx xxxx xxxx

Shared Control: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shrd Condol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Shared LOS: \* \* \* \* \*

ApproachVol: xxxx \* \* \* \* \*

ApproachLOS: \* \* \* \* \*

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

Trafficix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to OMNI-MEANS, VISALIA, CA

2035 PM Peak

Page 26-1

Fri May 31, 2013 08:57:43

Page 27-1

Diamond Oaks TIR  
55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Basic Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.0

Worst Case Level Of Service: [ 0.0 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Stop Sign

Rights: Include

2035 PM Peak

Pri May 31, 2013 08:57:43

Page 27-1

Diamond Oaks TIR

55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Basic Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.6

Worst Case Level Of Service: A [ 9.5 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Stop Sign

Rights: Include

2035 PM Peak

Pri May 31, 2013 08:57:43

Page 26-1

Diamond Oaks TIR

55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Basic Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.6

Worst Case Level Of Service: B [ 9.5 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Stop Sign

Rights: Include

2035 PM Peak

Pri May 31, 2013 08:57:43

Page 26-1

Diamond Oaks TIR

55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.6

Worst Case Level Of Service: B [ 9.5 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Stop Sign

Rights: Include

2035 PM Peak

Pri May 31, 2013 08:57:43

Page 26-1

Diamond Oaks TIR

55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.6

Worst Case Level Of Service: B [ 9.5 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Stop Sign

Rights: Include

2035 PM Peak

Pri May 31, 2013 08:57:43

Page 26-1

Diamond Oaks TIR

55-2154-01/CN 1339

Year 2035 Base Plus Project PM Peak

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Russell Ave/Ben Maddox Way

Average Delay (sec/veh): 0.6

Worst Case Level Of Service: B [ 9.5 ]

Approach: North Bound

South Bound

West Bound

East Bound

Movement: L - T - R

2035 PM Peak Fri May 31, 2013 08:57:43

Page 28-1

Diamond Oaks TIR  
55-2454-01/CN 1039

Year 2035 Base plus Project PM Peak

Level of Service Detailed Computation Report

2000 HCM Unsignalized Method

Future Volume Alternative

Intersection: Russel Ave/Ben Haddox Way  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Headway: 0% 0% 0% 0% 0% 0% 0% 0%  
Grade: 0% 0% 0% 0% 0% 0% 0% 0%  
Ped/Hour: 0 0 0 0 0 0 0 0  
Pedestrian Walk Speed: 4.00 feet/sec 12 feet 12 feet  
LaneWidth: 12 feet 12 feet 12 feet 12 feet  
Time Period: 0.25 hour

2035 PM Peak Fri May 31, 2013 08:57:43

Page 29-1

Diamond Oaks TIR  
55-2454-01/CN 1039

Year 2035 Base plus Project PM Peak

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #: Cameron Ave/Bon Haddox Way

Average Delay (sec/veh): 0.0 Worst Case Level of Service: 1.00

North Bound South Bound East Bound West Bound

Approach: Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Inclusive Inclusive Include Include

Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Initial Adj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Volume:

Reducit. Vol:

Final Volume:

Critical Gap Module:

Critical Gp: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

FollowGpMod: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Capacity Module:

Capacity Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Potent. Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

New Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Level of Service Module:

LTR95chQ: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Control 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

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Movement:

LTR - LTR - RT LTR - LTR - RT LTR - LTR - RT

Los by Move:

Shared Cap.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

SharedDvuse: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Shrd Comb: 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

Shared Los:

ApproachDbl:

ApproachLos:

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

Level of Service Computation Report									
Year 205 Base plus Project PM Peak									
2000 HCM Unsignalized Method (Future Volume)									
<b>Intersection #:</b> Cameron Ave/Ban Madrix Way									
<b>Worst Case Lane:</b> 9.0									
<b>Average Delay (sec/cyc):</b> 0.0									
<b>Approach:</b> North Bound									
<b>Approach:</b> L - T - R									
<b>Approach:</b> East									
<b>Stop Sign:</b> Uncounted									
<b>Stop Sign:</b> Include									
<b>Incide:</b> Incide									
<b>Lanes:</b> 0 1 0 0 0 0 0 0 0 1									
<b>Volume Module:</b>									
<b>Base Volume:</b> 0 0 0 0 0 0 0 0 0 0									
<b>Crochot Adj:</b> 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00									
<b>Initial Vol:</b> 0 0 0 0 0 0 0 0 0 0									
<b>Reduced Vol:</b> 2 2 2 2 2 2 2 2 2 2									
<b>Asseserryol:</b> 0 0 0 0 0 0 0 0 0 0									
<b>Initial Put:</b> 2 2 2 2 2 2 2 2 2 2									
<b>EHT Adj:</b> 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00									
<b>EHT Adj:</b> 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00									
<b>THE Volume:</b> 2 2 2 2 2 2 2 2 2 2									
<b>Reducit Vol:</b> 0 0 0 0 0 0 0 0 0 0									
<b>Final Volume:</b> 2 2 2 2 2 2 2 2 2 2									
<b>Critical Gap Module:</b>									
<b>Critical Gp:</b> 7.1 6.5 xxxxx xxxxx 6.5 6.2 4.1 xxxxx									
<b>Real Low Fm:</b> 3.5 4.0 xxxxx xxxxx 4.0 3.1 2.2 xxxxx									
<b>Capacity Module:</b>									
<b>Confict Vol:</b> 27 27 xxxxx xxxxx 27 0 0 xxxx									
<b>Perfent Cap:</b> 988 871 xxxxx xxxxx 870 1091 1636 xxxxx									
<b>Shared Cap:</b> 950 864 xxxxx xxxxx 863 1091 1636 xxxxx									
<b>Volume/Cap:</b> 0.0 0.0 0.00 0.00 0.00 0.0 0.01 0.01 xxxxx									
<b>Level of Service Module:</b>									
<b>Worst 95th:</b> xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.0 xxxx									
<b>Concurrent Delay:</b> xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 7.2 xxxx									
<b>LOS by Move:</b> L - LIR - RP * * * * A									
<b>Equipment:</b> LIR - LIP - RT * * * * A									
<b>Shared Cap:</b> 905 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1093 xxxx									
<b>Shared Cap:</b> 904 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 1093 xxxx									
<b>Shared Cond:</b> 9 * * * * A									
<b>Shared LOS:</b> A * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									
<b>Approach:</b> 9.0 * * * * A									



2035 PM Peak Fri May 31, 2013 08:57:43

Page 34-1.

Diamond Oaks TIR  
55-2154-07/CN 1639  
Year 2035 Base plus Project EM Peak  
Level of Service Detailed Computation Report  
2000 HCM Unsignalized Method  
Future Volume Alternative  
\*\*\*\*\*  
Intersection #8 Reese Avenue/Bradley Street  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Horizontal: 0% 0% 0% 0%  
Vertical: 0% 0% 0% 0%  
Grade: 0% 0% 0% 0%  
Peds/hour: 0 0 0 0  
Pedestrian Walk Speed: 4.00 feet/sec  
Lanewidth: 12 feet 12 feet 12 feet 12 feet  
Time Period: 0.23 hour