

GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PROPOSED NEW ACADEMY SITE
200-399 DORIS AVE
OXNARD, CA 93030

TARGET PROPERTY COORDINATES

| | |
|-------------------------------|----------------------------|
| Latitude (North): | 34.2071 - 34° 12' 25.56" |
| Longitude (West): | 119.2057 - 119° 12' 20.52" |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 296780.8 |
| UTM Y (Meters): | 3787123.8 |
| Elevation: | 44 ft. above sea level |

USGS TOPOGRAPHIC MAP

| | |
|-----------------------|---------------------|
| Target Property Map: | 34119-B2 OXNARD, CA |
| Most Recent Revision: | 1967 |

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

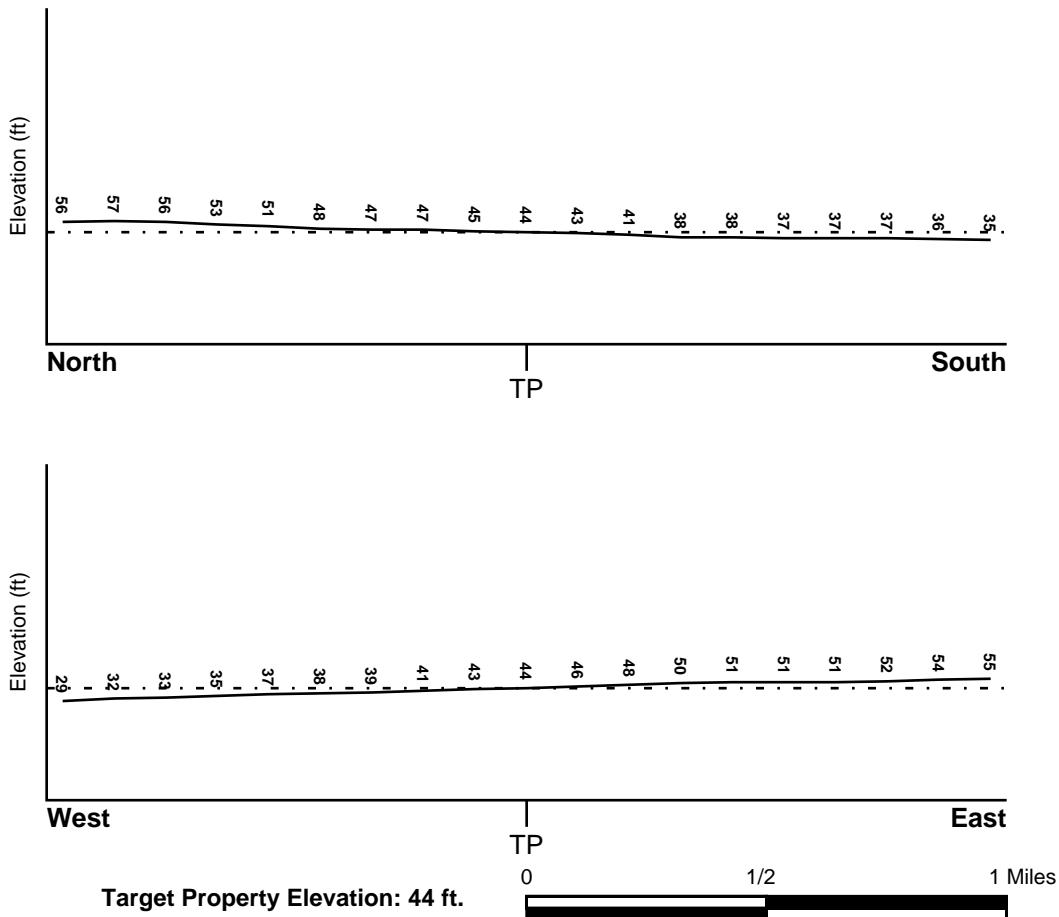
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

| | |
|--|--|
| <u>Target Property County</u> VENTURA, CA | FEMA Flood <u>Electronic Data</u> YES - refer to the Overview Map and Detail Map |
| Flood Plain Panel at Target Property: | 06111C - FEMA DFIRM Flood data |
| Additional Panels in search area: | Not Reported |

NATIONAL WETLAND INVENTORY

| | |
|--|--|
| <u>NWI Quad at Target Property</u> OXNARD | NWI Electronic <u>Data Coverage</u> YES - refer to the Overview Map and Detail Map |
|--|--|

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data:*

| | |
|----------------|------------|
| Search Radius: | 1.25 miles |
| Status: | Not found |

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| <u>MAP ID</u> | <u>LOCATION FROM TP</u> | <u>GENERAL DIRECTION GROUNDWATER FLOW</u> |
|---------------|-----------------------------|---|
| Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

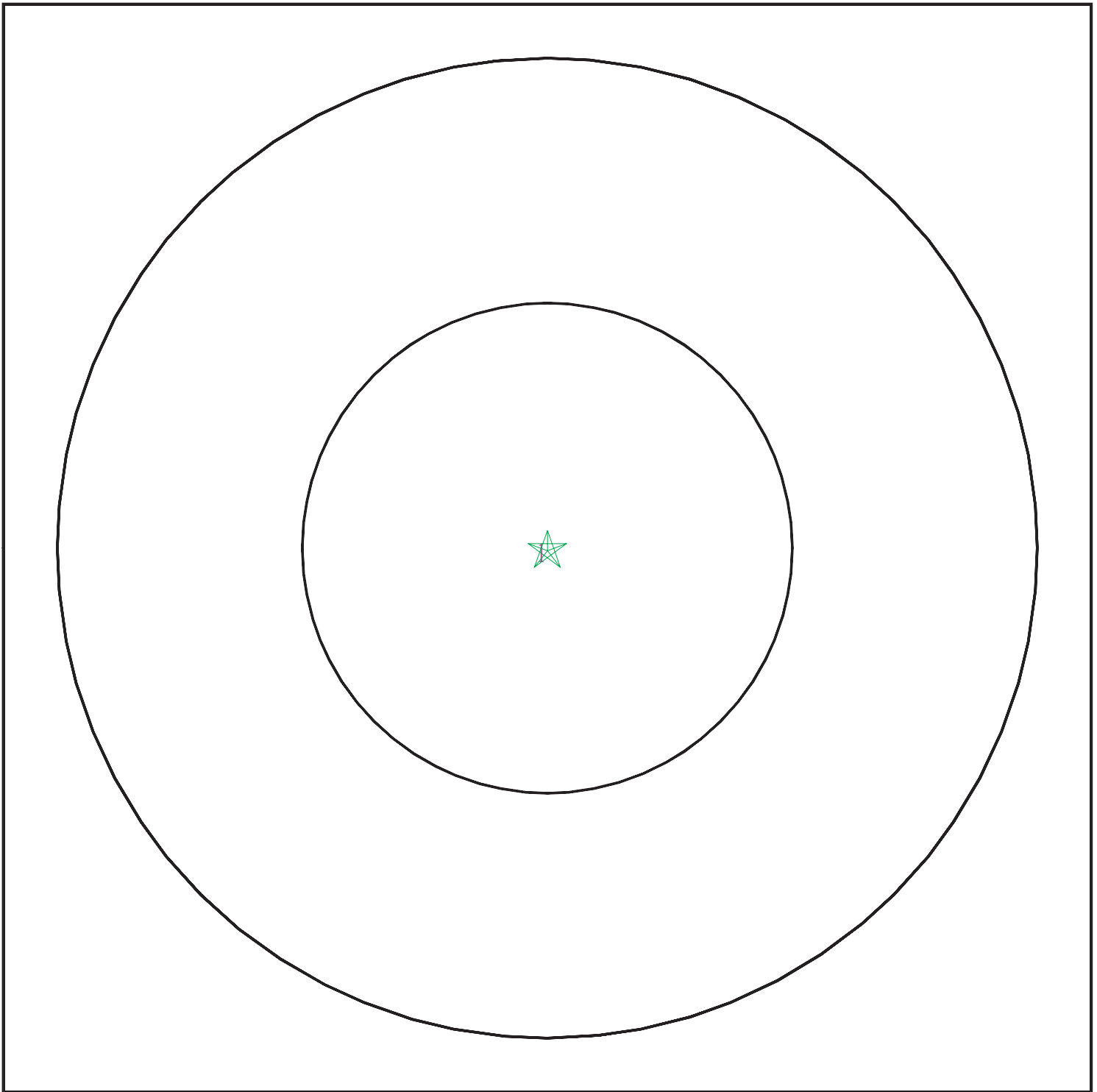
| | |
|---------|--|
| Era: | Cenozoic |
| System: | Quaternary |
| Series: | Quaternary |
| Code: | Q (<i>decoded above as Era, System & Series</i>) |

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 3820276.2s



- ★ Target Property
- ∩ SSURGO Soil
- ∩ Water



SITE NAME: Proposed New Academy Site
ADDRESS: 200-399 DORIS AVE
Oxnard CA 93030
LAT/LONG: 34.2071 / 119.2057

CLIENT: Cardno ATC #52
CONTACT: Davis Tang
INQUIRY #: 3820276.2s
DATE: December 30, 2013 3:15 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: CAMARILLO

Soil Surface Texture: loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 107 inches

| Soil Layer Information | | | | | | | |
|------------------------|-----------|-----------|--|---|--|--|----------------------|
| Layer | Boundary | | Soil Texture Class | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| | Upper | Lower | | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 24 inches | loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt. | Max: 14 Min: 4 | Max: 8.4 Min: 7.9 |
| 2 | 24 inches | 50 inches | stratified sandy loam to sandy clay loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay | Max: 14 Min: 4 | Max: 8.4 Min: 7.9 |
| 3 | 50 inches | 79 inches | fine sand | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42 Min: 14 | Max: 8.4 Min: 7.9 |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

| <u>DATABASE</u> | <u>SEARCH DISTANCE (miles)</u> |
|------------------------------------|------------------------------------|
| Federal USGS | 1.000 |
| Federal FRDS PWS State Database | Nearest PWS within 1 mile 1.000 |

FEDERAL USGS WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-----------------------------|
| 2 | USGS40000142513 | 1/4 - 1/2 Mile NE |
| 7 | USGS40000142519 | 1/2 - 1 Mile ENE |
| 9 | USGS40000142522 | 1/2 - 1 Mile ENE |
| 11 | USGS40000142449 | 1/2 - 1 Mile South |
| A13 | USGS40000142472 | 1/2 - 1 Mile ESE |
| 14 | USGS40000142543 | 1/2 - 1 Mile NNW |
| 16 | USGS40000142554 | 1/2 - 1 Mile North |

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------------|----------------|-----------------------------|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-----------------------------|
| 1 | CADW50000005066 | 1/8 - 1/4 Mile NW |
| 3 | CADW50000005058 | 1/4 - 1/2 Mile ENE |
| 4 | 693 | 1/2 - 1 Mile SSE |
| 5 | CADW50000005019 | 1/2 - 1 Mile SSW |
| 6 | 694 | 1/2 - 1 Mile South |
| 8 | 689 | 1/2 - 1 Mile ESE |
| 10 | CADW50000005088 | 1/2 - 1 Mile NE |
| 12 | CADW50000005098 | 1/2 - 1 Mile NNW |
| A15 | CADW50000005027 | 1/2 - 1 Mile ESE |

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

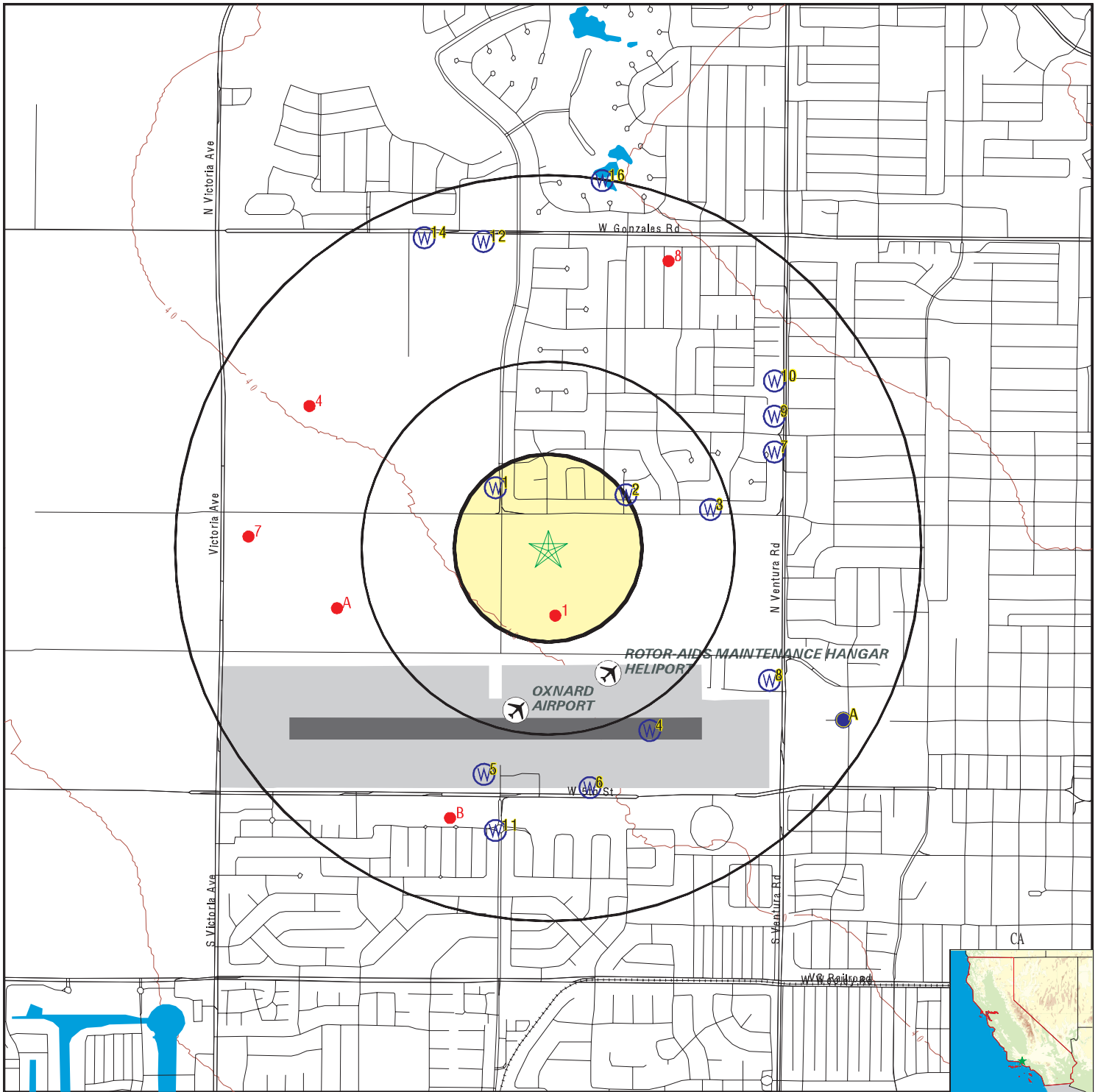
| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-----------------------------|
| 1 | CAOG9A000034389 | 1/8 - 1/4 Mile South |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-----------------------------|
| A2 | CAOG9A000034400 | 1/2 - 1 Mile WSW |
| A3 | CAOG9A000034402 | 1/2 - 1 Mile WSW |
| 4 | CAOG9A000034629 | 1/2 - 1 Mile WNW |
| B5 | CAOG9A000034082 | 1/2 - 1 Mile SSW |
| B6 | CAOG9A000034079 | 1/2 - 1 Mile SSW |
| 7 | CAOG9A000034499 | 1/2 - 1 Mile West |
| 8 | CAOG9A000034676 | 1/2 - 1 Mile NNE |

PHYSICAL SETTING SOURCE MAP - 3820276.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: Proposed New Academy Site
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 Oxnard CA 93030
 LAT/LONG: 34.2071 / 119.2057

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 DATE: December 30, 2013 3:15 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

| | | |
|--|--|--|
| <p>1 NW 1/8 - 1/4 Mile Higher</p> <p>Latitude : 34.209447 Longitude : 119.208164 Site code: 342094N1192081W001 Local well: 02N22W32Q03S County id: 56 Basin cd: 4-4.02 Org unit n: Southern Region Office</p> | <p>Casgem sta: 02N22W32Q003S Casgem s 1: Irrigation Basin desc: Oxnard Site id: CADW50000005066</p> | <p>CA WELLS CADW50000005066</p> |
|--|--|--|

| | | |
|---|--|--|
| <p>2 NE 1/4 - 1/2 Mile Higher</p> <p>Org. Identifier: USGS-CA Formal name: USGS California Water Science Center Monloc Identifier: USGS-341233119120401 Monloc name: 002N022W32R002S Monloc type: Well Monloc desc: Not Reported Huc code: 18070103 Drainagearea Units: Not Reported Contrib drainagearea units: Not Reported Longitude: -119.2020526 Horiz Acc measure: 1 Horiz Collection method: Interpolated from map Horiz coord refsys: NAD83 Vert measure units: Not Reported Vert accmeasure units: Not Reported Vertcollection method: Not Reported Vert coord refsys: Not Reported Aquifername: California Coastal Basin aquifers Formation type: Not Reported Aquifer type: Not Reported Construction date: Not Reported Welldepth units: ft Wellholeddepth units: ft</p> | <p>Drainagearea value: Not Reported Contrib drainagearea: Not Reported Latitude: 34.2091713 Sourcemap scale: 24000 Horiz Acc measure units: seconds Vert measure val: Not Reported Vertacc measure val: Not Reported Countrycode: US Welldepth: 293 Wellholeddepth: 300</p> | <p>FED USGS USGS40000142513</p> |
|---|--|--|

Ground-water levels, Number of Measurements: 0

| | | |
|---|---|--|
| <p>3 ENE 1/4 - 1/2 Mile Higher</p> <p>Latitude : 34.2086 Longitude : 119.1981 Site code: 342086N1191981W001 Local well: Not Reported County id: 56 Basin cd: 4-4.02 Org unit n: Southern Region Office</p> | <p>Casgem sta: 02N22W33N001S Casgem s 1: Unknown Basin desc: Oxnard Site id: CADW50000005058</p> | <p>CA WELLS CADW50000005058</p> |
|---|---|--|

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

4
SSE
 1/2 - 1 Mile
 Lower

CA WELLS 693

Water System Information:

| | | | |
|------------------------------------|--|---------------|------------------------------|
| Prime Station Code: | 01N/22W-05G03 S | User ID: | TAP |
| FRDS Number: | 5610007014 | County: | Ventura |
| District Number: | 06 | Station Type: | WELL/AMBNT/MUN/INTAKE/SUPPLY |
| Water Type: | Well/Groundwater | Well Status: | Destroyed |
| Source Lat/Long: | 341200.0 1191200.0 | Precision: | Undefined |
| Source Name: | WELL 14 - DESTROYED | | |
| System Number: | 5610007 | | |
| System Name: | OXNARD WATER DEPT | | |
| Organization That Operates System: | 251 SOUTH HAYES AVE. OXNARD, CA 93030 | | |
| Pop Served: | 151500 | Connections: | 30588 |
| Area Served: | OXNARD CITY | | |

5
SSW
 1/2 - 1 Mile
 Lower

CA WELLS CADW50000005019

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.1983 | | |
| Longitude : | 119.2087 | | |
| Site code: | 341983N1192087W001 | Casgem sta: | 01N22W05G002S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005019 |

6
South
 1/2 - 1 Mile
 Lower

CA WELLS 694

Water System Information:

| | | | |
|------------------------------------|-----------------------|---------------|--------------------------------|
| Prime Station Code: | 01N/22W-05H02 S | User ID: | 56C |
| FRDS Number: | 5602602001 | County: | Ventura |
| District Number: | 86 | Station Type: | 75 YARDS NORTH OF FIFTH STREET |
| Water Type: | Surface Water | Well Status: | Active Raw |
| Source Lat/Long: | 341152.0 1191210.0 | Precision: | 100 Feet (one Second) |
| Source Name: | WELL 01 | | |
| System Number: | 5602602 | | |
| System Name: | BEEF BARN | | |
| Organization That Operates System: | Not Reported | | |
| Pop Served: | Unknown, Small System | Connections: | Unknown, Small System |
| Area Served: | Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

7
ENE **FED USGS** **USGS40000142519**
1/2 - 1 Mile
Higher

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341239119113901 | | |
| Monloc name: | 002N022W33L003S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2108379 |
| Longitude: | -119.1951079 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 200 |
| Welldepth units: | ft | Wellholedepth: | 206 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

8
ESE **CA WELLS** **689**
1/2 - 1 Mile
Higher

Water System Information:

| | | | |
|------------------------------------|---------------------------|---------------|-----------------------|
| Prime Station Code: | 01N/22W-04C01 S | User ID: | 56C |
| FRDS Number: | 5602118001 | County: | Ventura |
| District Number: | 86 | Station Type: | WELL/AMBNT/MUN/INTAKE |
| Water Type: | Well/Groundwater | Well Status: | Active Raw |
| Source Lat/Long: | 341207.0 1191140.0 | Precision: | 100 Feet (one Second) |
| Source Name: | WELL 01 | | |
| System Number: | 5602118 | | |
| System Name: | TEAL CLUB MUTUAL WATER CO | | |
| Organization That Operates System: | Not Reported | | |
| Pop Served: | Unknown, Small System | Connections: | Unknown, Small System |
| Area Served: | Not Reported | | |

9
ENE **FED USGS** **USGS40000142522**
1/2 - 1 Mile
Higher

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341244119113901 | | |
| Monloc name: | 002N022W33M002S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2122268 |
| Longitude: | -119.1951079 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | 54.5 |
| Vert measure units: | feet | Vertacc measure val: | 2.5 |
| Vert accmeasure units: | feet | | |
| Vertcollection method: | Interpolated from topographic map | | |
| Vert coord refsys: | NGVD29 | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Unconfined single aquifer | | |
| Construction date: | Not Reported | Welldepth: | 221 |
| Welldepth units: | ft | Wellholedepth: | 221 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

**10
NE
1/2 - 1 Mile
Higher**

CA WELLS CADW50000005088

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.2136 | | |
| Longitude : | 119.1951 | | |
| Site code: | 342136N1191951W001 | Casgem sta: | 02N22W33L003S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005088 |

**11
South
1/2 - 1 Mile
Lower**

FED USGS USGS40000142449

| | | | |
|-----------------------------|--------------------------------------|-----------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341146119122601 | | |
| Monloc name: | 001N022W05K001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.1961158 |
| Longitude: | -119.2081638 | Sourcemap scale: | 24000 |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|--------------------------|-----------------------------------|--------------------------|--------------|
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 214 |
| Welldepth units: | ft | Wellholedepth: | 214 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

**12
NNW
1/2 - 1 Mile
Higher**

CA WELLS CADW50000005098

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.219025 | | |
| Longitude : | 119.208729 | | |
| Site code: | 342190N1192087W001 | Casgem sta: | 02N22W32C004S |
| Local well: | 02N22W32C04S | Casgem s 1: | Irrigation |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005098 |

**A13
ESE
1/2 - 1 Mile
Higher**

FED USGS USGS40000142472

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341203119112804 | | |
| Monloc name: | 001N022W04F004S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.200838 |
| Longitude: | -119.1920522 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-----------------------|--------------|-----------------|------|
| Aquifer type: | Not Reported | Welldepth: | 1370 |
| Construction date: | Not Reported | Wellholeddepth: | 1370 |
| Welldepth units: | ft | | |
| Wellholeddepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

**14
NNW
1/2 - 1 Mile
Higher**

FED USGS USGS40000142543

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341309119123801 | | |
| Monloc name: | 002N022W32C001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2191712 |
| Longitude: | -119.2114975 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 5 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | 48 |
| Vert measure units: | feet | Vertacc measure val: | 5 |
| Vert accmeasure units: | feet | | |
| Vertcollection method: | Interpolated from topographic map | | |
| Vert coord refsys: | NGVD29 | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 250 |
| Welldepth units: | ft | Wellholeddepth: | Not Reported |
| Wellholeddepth units: | Not Reported | | |

Ground-water levels, Number of Measurements: 0

**A15
ESE
1/2 - 1 Mile
Higher**

CA WELLS CADW50000005027

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.2 | | |
| Longitude : | 119.1917 | | |
| Site code: | 342000N1191917W001 | Casgem sta: | 01N22W04F004S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005027 |

**16
North
1/2 - 1 Mile
Higher**

FED USGS USGS40000142554

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341317119120801 | | |
| Monloc name: | 002N022W29R002S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2213934 |
| Longitude: | -119.2031639 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | | |
| Welldepth units: | ft | Welldepth: | 310 |
| Wellholedepth units: | ft | Wellholedepth: | 310 |

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
South
1/8 - 1/4 Mile

OIL_GAS CAOG9A000034389

| | | | |
|-------------|------------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100728 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.204475 | | |
| Glong: | -119.205368 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Richfield-Doheny Ox. Airport | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034389 |

A2
WSW
1/2 - 1 Mile

OIL_GAS CAOG9A000034400

| | | | |
|-------------|--------------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100725 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | N | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Fr NW cor Lot 137: 330S & 333E | | |
| Glat: | 34.204753 | | |
| Glong: | -119.215445 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034400 |

A3
WSW
1/2 - 1 Mile

OIL_GAS CAOG9A000034402

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100726 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.204772 | | |
| Glong: | -119.215726 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 2 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034402 |

**4
WNW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034629

| | | | |
|-------------|----------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11120224 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | Argo Petroleum Corp. | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 32 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.212624 | | |
| Glong: | -119.216875 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | U.P.R.R. Co.-Leonard | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034629 |

**B5
SSW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034082

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|--------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11121902 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | I |
| Operatorna: | E. A. Bender | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.196678 | | |
| Glong: | -119.210027 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Farrell | Wellnumber: | 1A |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034082 |

**B6
SSW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034079

| | | | |
|-------------|--------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11105605 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | E. A. Bender | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.196529 | | |
| Glong: | -119.210563 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Farrell | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034079 |

**7
West
1/2 - 1 Mile**

OIL_GAS CAOG9A000034499

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100727 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 31 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.207549 | | |
| Glong: | -119.219729 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 3 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034499 |

8
NNE
1/2 - 1 Mile

OIL_GAS CAOG9A000034676

| | | | |
|-------------|---------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11105800 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | Chevron U.S.A. Inc. | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 33 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.218266 | | |
| Glong: | -119.200067 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Eastwood | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034676 |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---------|-----------|-----------|
| 93030 | 38 | 1 |

Federal EPA Radon Zone for VENTURA County: 1

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level \geq 2 pCi/L and \leq 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 93030

Number of sites tested: 9

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|-------------------------|------------------|--------------|--------------|--------------|
| Living Area - 1st Floor | 0.478 pCi/L | 100% | 0% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | Not Reported | Not Reported | Not Reported | Not Reported |

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX F
AERIAL PHOTOGRAPHS



Proposed New Academy Site

200-399 DORIS AVE

Oxnard, CA 93030

Inquiry Number: 3820276.5

January 03, 2014

The EDR Aerial Photo Decade Package

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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with any questions or comments.

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Date EDR Searched Historical Sources:

Aerial Photography January 03, 2014

Target Property:

200-399 DORIS AVE

Oxnard, CA 93030

| <u><i>Year</i></u> | <u><i>Scale</i></u> | <u><i>Details</i></u> | <u><i>Source</i></u> |
|--------------------|-----------------------------------|---|----------------------|
| 1938 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1938 Best Copy Available from original source | Laval |
| 1947 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1947 | Tubis |
| 1959 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1959 | Robinson |
| 1964 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1964 | Mark Hurd |
| 1970 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1970 | Mark Hurd |
| 1977 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1977 | Teledyne |
| 1989 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1989 | USGS |
| 1994 | Aerial Photograph. Scale: 1"=500' | /DOQQ - acquisition dates: 1994 | EDR |
| 2005 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2005 | EDR |
| 2009 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2009 | EDR |
| 2010 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2010 | EDR |
| 2012 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2012 | EDR |



INQUIRY #: 3820276.5

YEAR: 1938

| = 500'





INQUIRY #: 3820276.5

YEAR: 1947

| = 500'





INQUIRY #: 3820276.5

YEAR: 1959

| = 500'





INQUIRY #: 3820276.5

YEAR: 1964

| = 500'



77



INQUIRY #: 3820276.5

YEAR: 1970

| = 500'





INQUIRY #: 3820276.5

YEAR: 1977

| = 500'





INQUIRY #: 3820276.5

YEAR: 1989

| = 500'





INQUIRY #: 3820276.5

YEAR: 1994

| = 500'





INQUIRY #: 3820276.5

YEAR: 2005

| = 500'



25



INQUIRY #: 3820276.5

YEAR: 2009

| = 500'





INQUIRY #: 3820276.5

YEAR: 2010

| = 500'





INQUIRY #: 3820276.5

YEAR: 2012

| = 500'



25

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX G
HISTORICAL RESEARCH DOCUMENTATION



Proposed New Academy Site

200-399 DORIS AVE

Oxnard, CA 93030

Inquiry Number: 3820276.4

December 30, 2013

EDR Historical Topographic Map Report

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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Historical Topographic Map



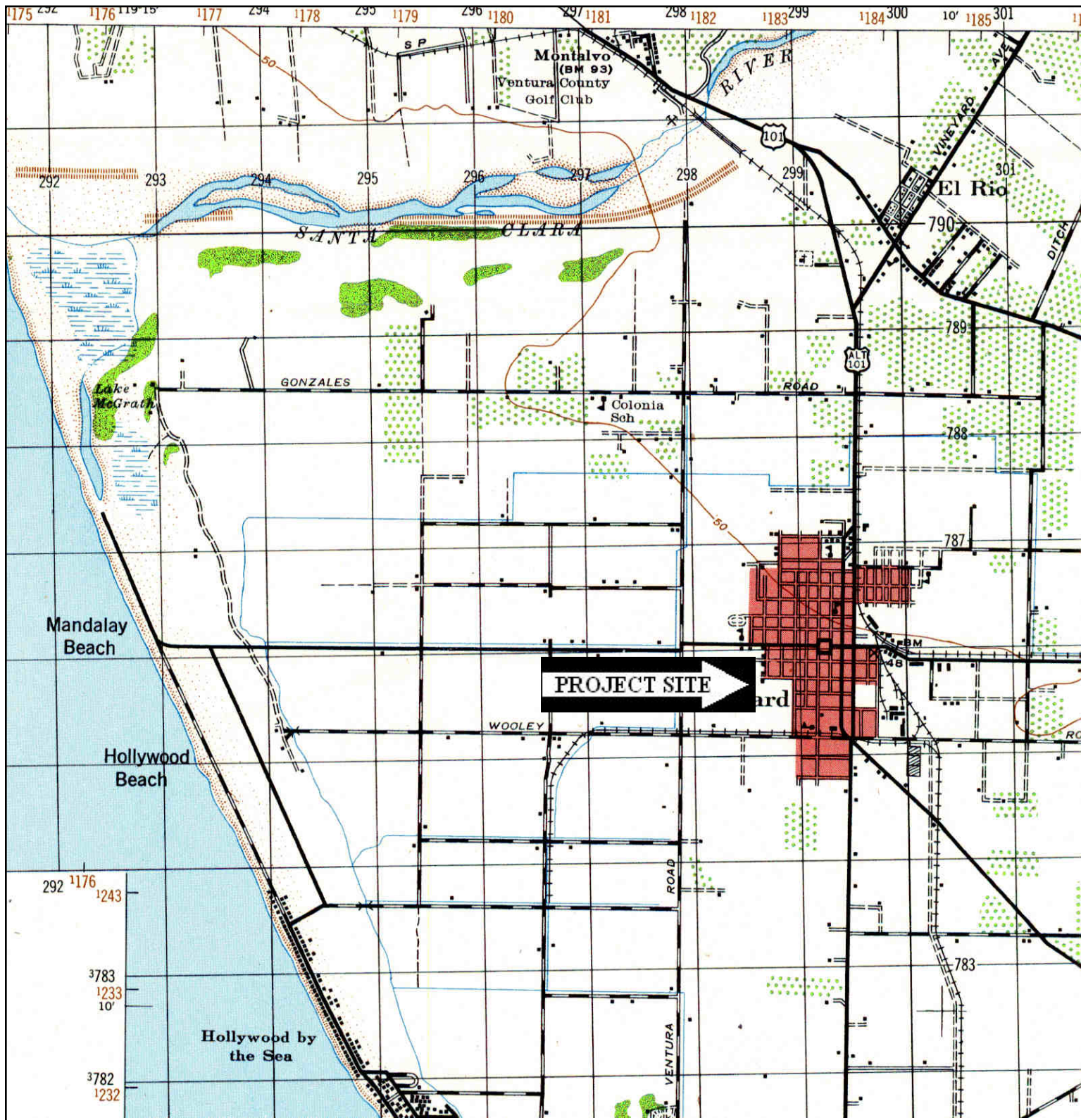
| | | | |
|----------|--------------------|---|----------------------------------|
| <p>N</p> | TARGET QUAD | SITE NAME: Proposed New Academy Site | CLIENT: Cardno ATC #52 |
| | NAME: HUENEME | ADDRESS: 200-399 DORIS AVE | CONTACT: Davis Tang |
| | MAP YEAR: 1904 | Oxnard, CA 93030 | INQUIRY#: 3820276.4 |
| | SERIES: 15 | LAT/LONG: 34.2071 / -119.2057 | RESEARCH DATE: 12/30/2013 |
| | SCALE: 1:62500 | | |

Historical Topographic Map



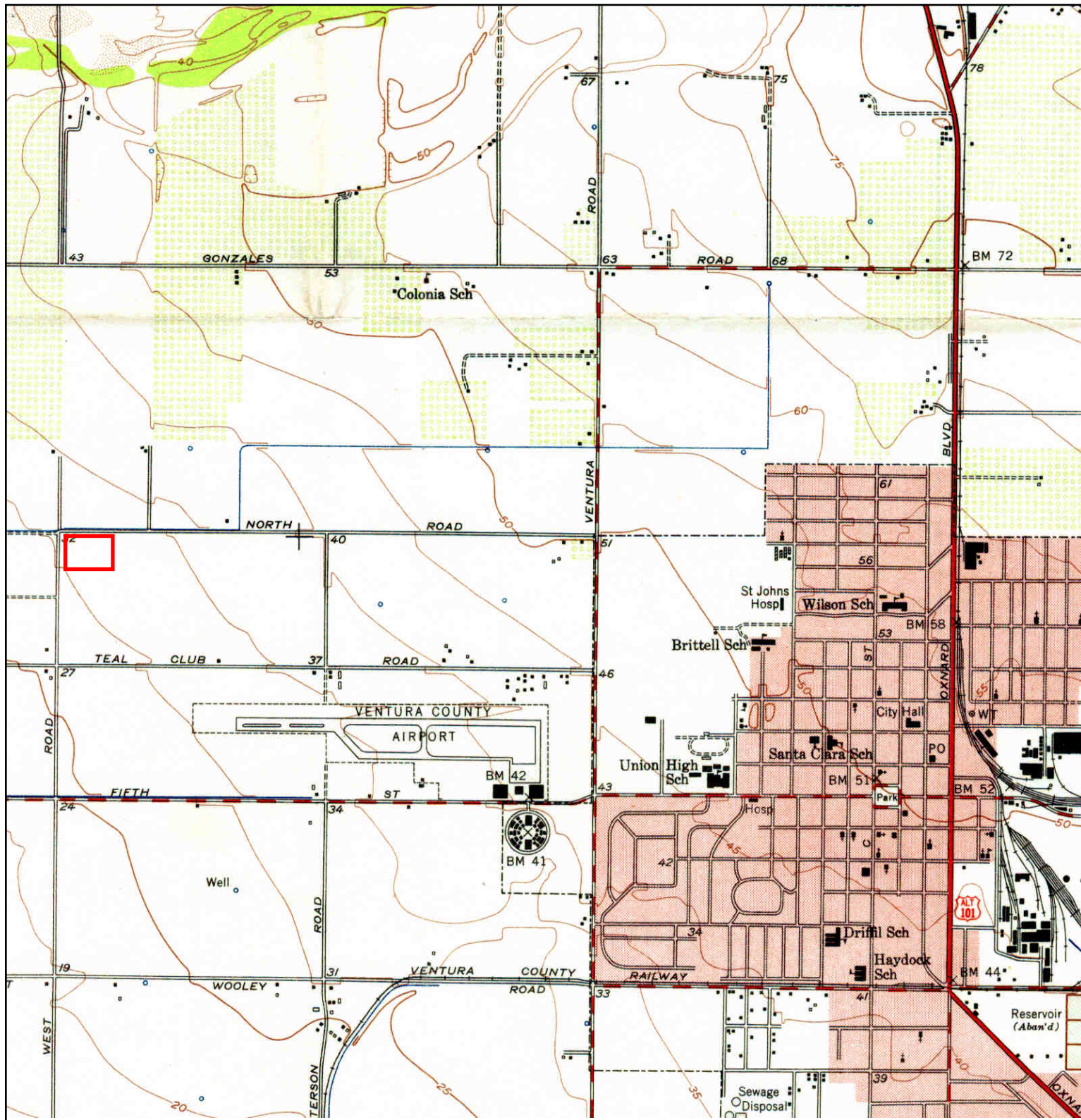
| | | | |
|----------|---------------------------|---|-------------------------------|
| <p>N</p> | TARGET QUAD | SITE NAME: Proposed New Academy Site | CLIENT: Cardno ATC #52 |
| | NAME: SOUTHERN CA SHEET 3 | ADDRESS: 200-399 DORIS AVE | CONTACT: Davis Tang |
| | MAP YEAR: 1910 | Oxnard, CA 93030 | INQUIRY#: 3820276.4 |
| | SERIES: 60 | LAT/LONG: 34.2071 / -119.2057 | RESEARCH DATE: 12/30/2013 |
| | SCALE: 1:250000 | | |

Historical Topographic Map



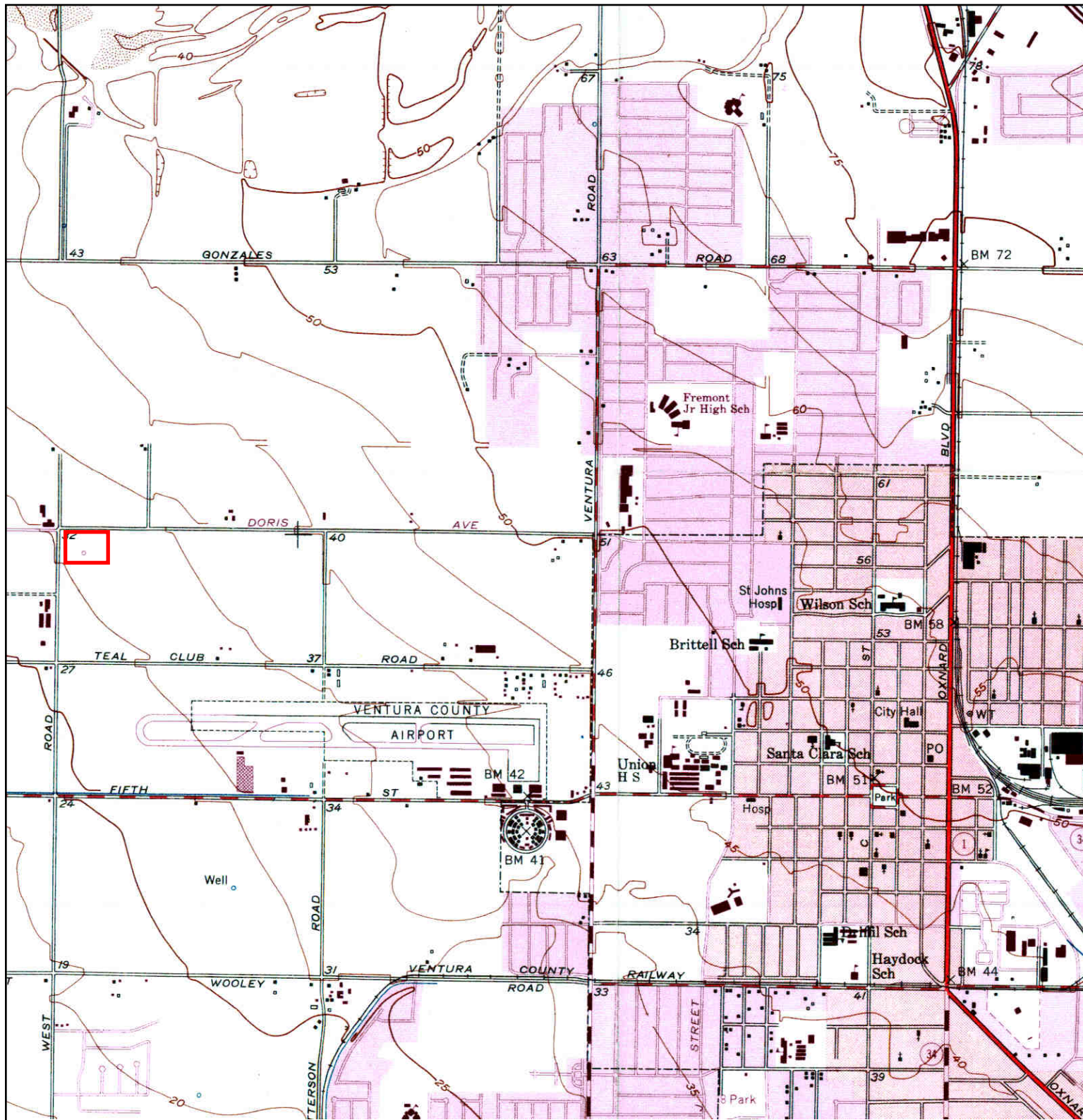
| | | | |
|--|--------------------|---|-------------------------------|
| | TARGET QUAD | SITE NAME: Proposed New Academy Site | CLIENT: Cardno ATC #52 |
| | NAME: HUENEME | ADDRESS: 200-399 DORIS AVE | CONTACT: Davis Tang |
| | MAP YEAR: 1947 | Oxnard, CA 93030 | INQUIRY#: 3820276.4 |
| | SERIES: 15 | LAT/LONG: 34.2071 / -119.2057 | RESEARCH DATE: 12/30/2013 |
| | SCALE: 1:50000 | | |

Historical Topographic Map



| | | | |
|--|--------------------|---|----------------------------------|
| | TARGET QUAD | SITE NAME: Proposed New Academy Site | CLIENT: Cardno ATC #52 |
| | NAME: OXNARD | ADDRESS: 200-399 DORIS AVE | CONTACT: Davis Tang |
| | MAP YEAR: 1951 | Oxnard, CA 93030 | INQUIRY#: 3820276.4 |
| | SERIES: 7.5 | LAT/LONG: 34.2071 / -119.2057 | RESEARCH DATE: 12/30/2013 |
| | SCALE: 1:24000 | | |

Historical Topographic Map



| | | | |
|----------------|-------------------------|---|----------------------------------|
| <p>N ↑</p> | TARGET QUAD | SITE NAME: Proposed New Academy Site | CLIENT: Cardno ATC #52 |
| | NAME: OXNARD | ADDRESS: 200-399 DORIS AVE | CONTACT: Davis Tang |
| | MAP YEAR: 1967 | Oxnard, CA 93030 | INQUIRY#: 3820276.4 |
| | PHOTOREVISED FROM :1949 | LAT/LONG: 34.2071 / -119.2057 | RESEARCH DATE: 12/30/2013 |
| | SERIES: 7.5 | | |
| | SCALE: 1:24000 | | |



Proposed New Academy Site

200-399 DORIS AVE

Oxnard, CA 93030

Inquiry Number: 3820276.3

December 30, 2013

Certified Sanborn® Map Report

Certified Sanborn® Map Report

12/30/13

Site Name:

Proposed New Academy Site
200-399 DORIS AVE
Oxnard, CA 93030

Client Name:

Cardno ATC #52
25 Cupania Circle
Monterey Park, CA 91755

EDR Inquiry # 3820276.3

Contact: Davis Tang



The complete Sanborn Library collection has been searched by EDR, and fire insurance maps covering the target property location provided by Cardno ATC #52 were identified for the years listed below. The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by Sanborn Library LLC, the copyright holder for the collection.

Certified Sanborn Results:

Site Name: Proposed New Academy Site
Address: 200-399 DORIS AVE
City, State, Zip: Oxnard, CA 93030
Cross Street:
P.O. # T1
Project: 52.45457.0002
Certification # 796A-4E20-9065



Sanborn® Library search results
Certification # 796A-4E20-9065

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

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Proposed New Academy Site

200-399 DORIS AVE
Oxnard, CA 93030

Inquiry Number: 3820276.6
December 31, 2013

The EDR-City Directory Abstract

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SECTION

Executive Summary

Findings

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1926 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

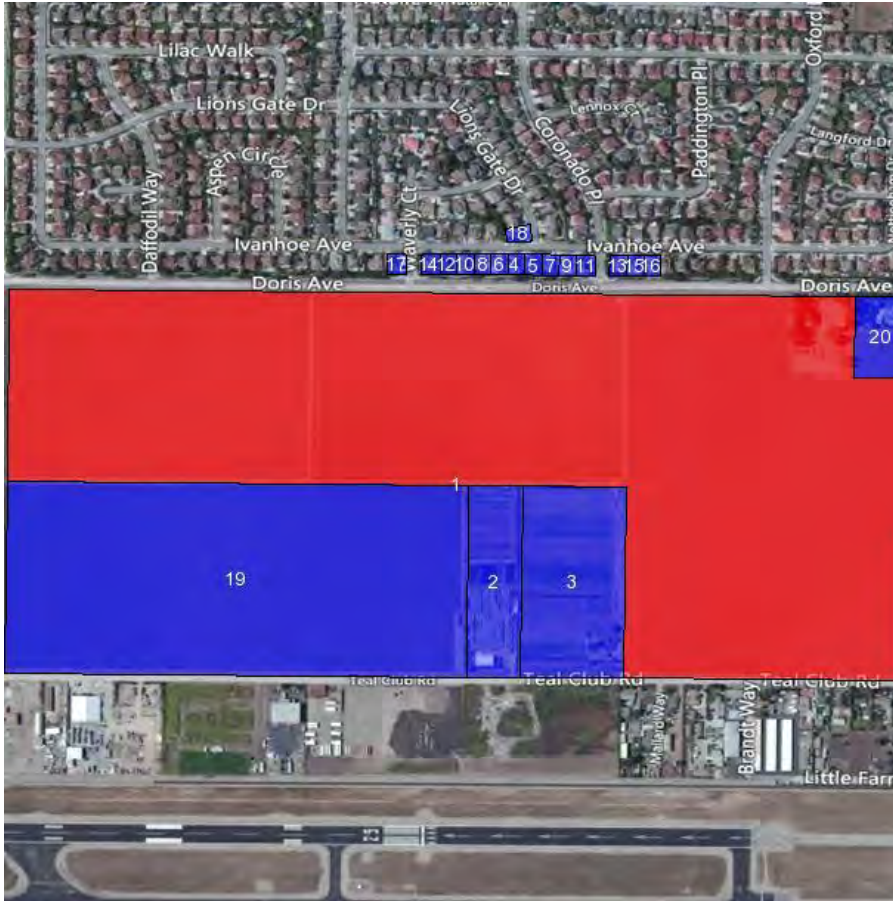
The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

| <u>Year</u> | <u>Source</u> | <u>TP</u> | <u>Adjoining</u> | <u>Text Abstract</u> | <u>Source Image</u> |
|-------------|---|-----------|------------------|----------------------|---------------------|
| 2013 | Cole Information Services | - | - | - | - |
| 2008 | Cole Information Services | - | - | - | - |
| 2003 | Cole Information Services | - | - | - | - |
| | Cole Information Services | - | X | X | - |
| 2002 | Haines & Company, Inc. | - | X | X | - |
| 2000 | Pacific Bell Telephone Co | - | - | - | - |
| 1996 | Pacific Bell | - | X | X | - |
| 1993 | GTE | - | X | X | - |
| 1986 | Pacific Bell | - | X | X | - |
| 1985 | Pacific Telephone Co | - | - | - | - |
| 1980 | Polk | - | - | - | - |
| 1976 | R. L. Polk & Co. | X | X | X | - |
| 1975 | Polk | X | - | X | - |
| 1971 | B&G Publications | - | - | - | - |
| 1970 | General Telephone Company of California | X | X | X | - |
| 1968 | B&G Publications | - | - | - | - |
| 1965 | R. L. Polk & Co. | X | X | X | - |
| 1964 | Pacific Telephone Co | - | - | - | - |
| 1961 | R. L. Polk & Co. | X | - | X | - |
| 1957 | R. L. Polk & Co. | X | - | X | - |
| 1953 | R. L. Polk & Co. of California | X | - | X | - |
| 1949 | Los Angeles Directory Co. | X | - | X | - |
| 1940 | Southern California | - | - | - | - |
| 1930 | Los Angeles Directory Co. | - | - | - | - |
| 1926 | Los Angeles Directory Co. | - | - | - | - |

EXECUTIVE SUMMARY

MAP INFORMATION

The Overview Map provides information on nearby property parcel boundaries. Properties on this map that were selected for research are listed below the map.



SELECTED ADDRESSES

The following addresses were selected by the client. Detailed findings are contained in the findings section. An "X" indicates where information was identified.

| <u>Address</u> | <u>Type</u> | <u>Findings</u> |
|-----------------------|--------------------|------------------------|
| 2200 IVANHOE AVE | Map ID: 10 | |
| 2000 IVANHOE AVE | Map ID: 11 | X |
| 2210 IVANHOE AVE | Map ID: 12 | X |
| 2110 IVANHOE AVE | Map ID: 4 | X |
| 2100 IVANHOE AVE | Map ID: 5 | X |
| 2120 IVANHOE AVE | Map ID: 6 | X |
| 2020 IVANHOE AVE | Map ID: 7 | X |

EXECUTIVE SUMMARY

| <u>Address</u> | <u>Type</u> | <u>Findings</u> |
|-----------------------|--------------------|------------------------|
| 2130 IVANHOE AVE | Map ID: 8 | X |
| 2010 IVANHOE AVE | Map ID: 9 | X |

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

200-399 DORIS AVE
Oxnard, CA 93030

FINDINGS DETAIL

Target Property research detail.

DORIS

230 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|---|--------------------------------------|
| 1976 | Cotten Joe | R. L. Polk & Co. |
| 1965 | 9 EALES KENNETH REAR BEALES MARY O MRS | R. L. Polk & Co. R. L. Polk & Co. |
| 1961 | Reardon Roger A 4 HU | R. L. Polk & Co. |
| 1957 | Reardon Roger A AHU | R. L. Polk & Co. |
| 1953 | Reardon Roger A E HU | R. L. Polk & Co. of California |

238 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-------------------|--------------------------------|
| 1965 | RADKE PAUL D | R. L. Polk & Co. |
| 1961 | Radke Paul 4 HU | R. L. Polk & Co. |
| 1953 | Clark Walter M EU | R. L. Polk & Co. of California |

246 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|---|--------------------------------------|
| 1976 | Warwick Bell | R. L. Polk & Co. |
| 1965 | LOERA SALVADOR M | R. L. Polk & Co. |
| 1961 | Loera Salvador M Trans Co | R. L. Polk & Co. |
| 1957 | Loera Salvador M AIUHU Loera Salvador M Trans Co AHU | R. L. Polk & Co. R. L. Polk & Co. |
| 1953 | Loera Salvador M EU | R. L. Polk & Co. of California |

302 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------|------------------|
| 1976 | Cabral Elvira Mrs | R. L. Polk & Co. |
| 1965 | CABRAL EDW H | R. L. Polk & Co. |
| 1961 | Clark Hugh jr 4 HU | R. L. Polk & Co. |

FINDINGS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|---|--------------------------------|
| 1957 | Clark Hugh jr 1 AHU | R. L. Polk & Co. |
| 1953 | Clark Hugh jr EU | R. L. Polk & Co. of California |
| 1949 | Clark Hugh jr Justine E City Building Inspector | Los Angeles Directory Co. |

310 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------|--------------------------------|
| 1965 | DAILY R WAYNE | R. L. Polk & Co. |
| 1961 | Daily R Wayne 4 HU | R. L. Polk & Co. |
| 1957 | Daily Wayne R AHU | R. L. Polk & Co. |
| 1953 | Daily Robt W EU | R. L. Polk & Co. of California |

318 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-----------------------|---|
| 1976 | Rodwell Marie B Mrs | R. L. Polk & Co. |
| 1970 | Rodwell Kennon S Mrs | General Telephone Company of California |
| 1965 | RODWELL KENNON S | R. L. Polk & Co. |
| 1961 | Rodwell Kennon S 4 HU | R. L. Polk & Co. |
| 1957 | Rodwell Kennon S AHU | R. L. Polk & Co. |
| 1953 | Rodwell Kennon S EU | R. L. Polk & Co. of California |

330 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|--------------------------------|
| 1953 | Pi Ltts Jas M HU | R. L. Polk & Co. of California |

336 DORIS

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|----------------------|
| 1976 | Pitts James M | R. L. Polk & Co. |
| 1975 | Pitts J M | Pacific Telephone Co |
| 1965 | PITTS JAMES M | R. L. Polk & Co. |
| 1961 | Pitts Jas M 4 HU | R. L. Polk & Co. |
| 1957 | Pitts Jas M AHUL | R. L. Polk & Co. |

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

DORIS AVE

2425 DORIS AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------|------------------|
| 1976 | Morris Bobby | R. L. Polk & Co. |
| 1965 | NO RETURN | R. L. Polk & Co. |

DORIS CT

2502 DORIS CT

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|------------------------|
| 2002 | MCVE 161 H Sarah | Haines & Company, Inc. |

2517 DORIS CT

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|------------------------|
| 2002 | MS 4 RAIAMIIS 6n | Haines & Company, Inc. |

IVANHOE AVE

2000 IVANHOE AVE

Map ID: 11

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------------|---------------|
| 1996 | Harmuth Robt | Pacific Bell |
| 1993 | Hawmuth Robt K& Betty M | GTE |
| | Ham n L POBox 451 @Ojai | GTE |
| | Hawmuth Robt K& Betty M | GTE |
| 1986 | Harmuth Robt K & Betty M | Pacific Bell |

2010 IVANHOE AVE

Map ID: 9

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-----------------|------------------------|
| 2002 | SABOC 8 EKA 5ne | Haines & Company, Inc. |

2020 IVANHOE AVE

Map ID: 7

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|---------------|
| 1986 | Messer Eugene Dr | Pacific Bell |

FINDINGS

2100 IVANHOE AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------------------|---------------------------|
| 2003 | CULOTTA DISTRIBUTING | Cole Information Services |
| 2002 | OCULOTIA JOn | Haines & Company, Inc. |
| 1986 | Culotta Distributing Inc | Pacific Bell |
| | Culotta John | Pacific Bell |
| | Culp CB | Pacific Bell |

Map ID: 4

2110 IVANHOE AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-------------------|------------------------|
| 2002 | AKRIm ARADloug | Haines & Company, Inc. |
| 1996 | Cipriano Joseph R | Pacific Bell |
| 1993 | Thompson Jack | GTE |
| | Thompson Jack | GTE |

Map ID: 6

2120 IVANHOE AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------|------------------------|
| 2002 | e BALANCalrs | Haines & Company, Inc. |

Map ID: 8

2130 IVANHOE AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-----------------------|------------------------|
| 2002 | PETU 009 GL 8 Vliirha | Haines & Company, Inc. |
| 1993 | Petuoglu Stephan | GTE |
| | Petzold Michael | GTE |
| | Petuoglu Stephan | GTE |

Map ID: 12

2210 IVANHOE AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|------------------------|
| 2002 | FULLETO f Rochee | Haines & Company, Inc. |
| 1986 | Timec | Pacific Bell |

W DORIS AVE

2425 W DORIS AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-------------|---|
| 1970 | Fry Lupe | General Telephone Company of California |
| | Fry M A | General Telephone Company of California |

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

200-399 DORIS AVE

Address Not Identified in Research Source

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1971, 1968, 1964, 1940, 1930, 1926

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched

2000 IVANHOE AVE

Address Not Identified in Research Source

2013, 2008, 2003, 2002, 2000, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2010 IVANHOE AVE

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2020 IVANHOE AVE

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2100 IVANHOE AVE

2013, 2008, 2003, 2000, 1996, 1993, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2100 IVANHOE AVE

2013, 2008, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2110 IVANHOE AVE

2013, 2008, 2003, 2000, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2120 IVANHOE AVE

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2130 IVANHOE AVE

2013, 2008, 2003, 2000, 1996, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2200 IVANHOE AVE

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2210 IVANHOE AVE

2013, 2008, 2003, 2000, 1996, 1993, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2425 DORIS AVE

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1975, 1971, 1970, 1968, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2425 W DORIS AVE

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2502 DORIS CT

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2517 DORIS CT

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX H
PRIOR REPORTS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

THIS SECTION INTENTIONALLY LEFT BLANK

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX I

RESUMES

Jim Madden, P.G., LEED AP, CEM

Current Position

Program Manager -
Environmental Services

Profession

Professional Geologist

Years' Experience

21

Joined Cardno

April 9, 2007

Education

B.S., Geology, Loma Linda
University, Riverside, CA

Professional Registrations

Professional Geologist (CA,
#7311, 2001)

LEED Accredited Professional

Certified Environmental
Manager (NV, #1855, 2003)

Affiliations

Association of Environmental
and Engineering Geologists
Presenter on the ASTM & AAI
Phase I Environmental Site
Assessment standards.

Summary of Experience

Mr. Madden serves as a Program Manager - Environmental Services for the Los Angeles, CA office providing subsurface investigations and site remediation. He has been active in the environmental consulting field since 1991. His extensive consulting experience includes Phase I and II Environmental Site Assessments (ESAs), site characterizations, groundwater investigations, vapor intrusion investigations, and site remediation projects. Mr. Madden also provides staff oversight of projects, data analysis, and technical report review.

Significant Projects

- > Underground Storage Tank (UST) Assessment / Financial / Throughout CA. Completed more than 100 assessments at operating and closed facilities with leaking USTs. Obtained environmental case closures from numerous environmental oversight agencies.
- > Subsurface Investigation and Remediation / Petroleum / Glendale, CA. Served as Senior Project Manager for a remediation system installation at two retail stations of dual phase remediation systems. Conducted permitting and prepared presentations to regulatory agencies. Successfully managed the use of three air rotary casing hammer drill rigs and a construction crew simultaneously onsite under intense time and health and safety constraints.
- > UST Assessment / Real Estate / Los Angeles, CA. Completed regulatory closure and a successful real estate transaction by the removal of a UST that had been located 32 feet underground and adjacent to a subgrade boiler room in a high-rise building. An expedited removal was negotiated with the Los Angeles Fire Department, shoring was installed to 40 feet without disturbing the adjacent structure and the UST was removed.
- > Pipeline Sampling and Assessments / Various Major Oil Companies / Southern CA. Served as Project Manager responsible for crude oil pipeline removal, sampling and closure. Also managed an emergency response remedial excavation and site assessment associated with a major diesel pipeline failure near Cajon Pass, California. Successfully negotiated with onsite regulatory agencies.
- > Subsurface Investigation and Vapor Intrusion Assessment / Warehouse / Downey, CA. Served as Senior Project Manager for a subsurface investigation that included soil, groundwater, and vapor intrusion issues related to volatile organic compounds. Successfully negotiated with regulatory agency for site closure after conducting a human health risk assessment and a groundwater investigation demonstrating that offsite sources were responsible for the groundwater contamination.

- > Vapor Intrusion Assessment / Restaurant / Monrovia, CA. Completed vapor intrusion assessment related to historical use of volatile organic compounds. The assessment concluded with a human health risk assessment that successfully protected human occupancy at the site through existing engineering controls in the building. The building was subsequently purchased for restaurant purposes.
- > Subsurface Investigation / Government / San Bernardino, CA. Completed extensive site assessment related to the development of a future transportation center building. Successfully completed the assessment within time and budget constraints.
- > Site Investigation / School District / San Bernardino, CA. Implemented extensive site investigation related to the development of a future school under DTSC oversight. Tested 40 properties for lead, organochlorine pesticides, and polychlorinated biphenyls.
- > Subsurface Investigation and Remediation / Developer / Riverside, CA. Conducted a \$1.3 million pesticide remediation project that included environmental site characterizations; oversight of site remediation; stormwater management including emergency response; analysis and interpretation of the data gathered; and, report preparation. Interacted with regulatory agencies including the DTSC, Regional Water Board, and County Health Agency. Closure of the site was granted by the DTSC.
- > Subsurface Investigation and Remediation / Manufacturer / Heber, CA. Completed field assessment and remediation of a site that had come to the attention of the EPA and FBI due to an illegal discharge of pesticide impacted soils to an environmentally sensitive area. Conducted the initial emergency response and assisted with the removal and disposal of the impacted soils prior to successful EPA regulatory closure for the site.
- > Subsurface Investigation and Remediation / Recycler / Long Beach, CA. Conducted field assessment of metal and hydrocarbon impacted soils over an extensive area prior to remediation by excavation. Responsible for cleanup negotiations with regulatory agencies and obtained site closure.
- > Subsurface Investigation and Remediation / Utilities/Energy / Morro Bay, CA. Obtained Water Board closure of a large landfill by excavation. The landfill had been impacted by asbestos, hydrocarbons, metals, and other industrial wastes.
- > Phase II Environmental Site Assessments / Financial / Various Locations, CA, NV and AR. Conducted hundreds of Phase II Environmental Site Assessments including field investigation, preparation and review of final reports and regulatory agency negotiations through closure.

Professional History

2007 – Current

Program Manager - Environmental Services

Program Manager, Cardno - ATC

2005 – 2007

Associate / Manager of Environmental Services,

Leighton and Associates

- > Responsible for the creation and management of a new environmental department.
- > Successfully project managed a \$1.3 million pesticide remediation project that included environmental site characterizations; oversight of site remediation; stormwater management including emergency stormwater response; interaction with regulatory agencies including the DTSC, Regional Water Board, and County Health Agency; analysis and interpretation of the data gathered; and writing of reports. Closure of the site was granted by the DTSC.
- > Led as Manager of Environmental Services for the new environmental department including the hiring and training of personnel, development of client base, and overall departmental management including health and safety compliance.
- > Conducted presentations for the company, clients, and other associations.

1995 - 2005

Manager

Smith-Emery GeoServices

- > Manager responsible for geotechnical and environmental departments including Phase I & II site assessments, site characterizations, geologic investigations, workplans, remediation systems, groundwater investigations, NPDES permitting, analysis and interpretation of data gathered, and writing of reports.
- > Developed and maintained departmental safety compliance with all Federal, State and County health and safety regulations.
- > Extensive experience in environmental consulting, including: Phase I & II site assessments, site characterizations, groundwater investigations, NPDES permitting and compliance, workplans, analysis and interpretation of data gathered, and writing of reports.
- > Responsible for departmental geologic review and approval of all monitoring well logs, boring logs, reports, geologic sections, etc. Extensive familiarity with the physical geology of the Los Angeles and Southern California regions.
- > Document reviews of other environmental consulting firm's reports.
- > Conducted environmental assessment and safety audits for industrial, commercial, and residential facilities.

1991 - 1995

Project Geologist/ Staff Geologist

Mittelhauser Corporation

- > Conducted and supervised remediation and site investigation activities at oil and chemical refineries, scrap metals facilities, terminals, and other industrial facilities, including report writing and preparation.
- > Extensive experience working in hazardous materials exclusion zones under rigorous health and safety programs.

Training

- > 40 hour HAZWOPER
- > 8 hour HAZWOPER annual refresher
- > 8 hour HAZWOPER supervisor

Skills

- > Expert Witness - Assisted with two court cases expert witness testimony
- > Public Speaking - Experienced in public presentations and training

Davis Tang

Current Position

Staff Scientist

Profession

Environmental Consultant

Years' Experience

<1

Joined Cardno

April 2013

Education

B.S., Environmental Sciences,
University of California,
Riverside, Riverside, CA

Summary of Experience

Mr. Tang has been active in the environmental consulting field as a staff scientist with Cardno ATC's Los Angeles, California office since 2013. Mr. Tang is responsible for the completion of Phase 1 Environmental Site Assessments (ESAs), Transaction Screen Procedures (TSPs) data interpretation, and report preparation under the oversight of an Environmental Professional (EP). Tasks include, but are not limited to, site reconnaissance, public record searches, aerial photograph reviews, and personal interviews.

Significant Projects

- > Environmental Site Assessments / Various Clients / Southern CA. Conducted numerous Phase I ESAs for confidential clients throughout Southern California. Target sites include vacant properties, commercial/retail, multi-family housing, and former service station facilities. Project duties included conducting interviews, gathering current and historical site information, observing the physical aspects of the site, and report preparation.
- > Student Assistant / Santa Ana Regional Water Quality Control Board / Riverside, CA - Duties included assisting Board supervisor and other staff members with regard to on-going projects involving water quality regulations on agricultural sites, accompanying Senior Geologist on regular field visits to sites in violation with regard to regulations, and utilizing various software (ArcGIS Map and GeoStiff).

Training/ Certification

- > OSHA 40-Hour Hazardous Waste Operations Training (29 CFR 1910.120), 2013
- > EPA / AHERA Accredited Asbestos Building Inspector
- > Lead-Related Construction Inspector, ID# 25538
- > First Aid/CPR Training

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX J
RECORDS OF COMMUNICATION

PRIVILEGED AND CONFIDENTIAL

RECORD OF COMMUNICATION

Date: 1/7/14 Time: _____

Project Number: _____ Recorded by: _____

Project Name: _____

Communication with: VCEH REPRESENTATIVE

of: _____

Phone: () _____

Communication via: Telephone Conversation () Discussions During Site Inspection

() Office Visitation/Meeting at: _____

() Other: _____

Re: _____

Summary of Communication: VCEH REP STATED THERE WERE NO FILES
RELATED TO THE PROJECT SITE

Conclusion, Actions Taken, Required or Recommended: _____

Follow up Required (when, with and by whom): _____

Davis Tang

From: Davis Tang
Sent: Tuesday, January 07, 2014 2:53 PM
To: 'cupa@ci.oxnard.ca.us'
Subject: Records Request

January 7, 2014

Certified Unified Program Agency (CUPA)
Oxnard Fire Department
Oxnard, CA 93030

Re: UST and Hazardous Materials Records

Dear Certified Unified Program Agency Liaison:

Please determine whether or not records of USTs, leaking USTs, or hazardous materials use/clean-up activities are present for the following address:

Southeast parcel of Doris Avenue and North Patterson Road, Oxnard, CA 93030
APN: 183-0-070-090

If files are available, I would like to make an appointment to review them ASAP.

Thank you,

Davis Tang
STAFF SCIENTIST
CARDNO ATC



Phone (+1) 323-517-9780 Fax (+1) 323-517-9781 Direct (+1) 323-517-9643 Mobile (+1) 626-765-5838

Address 25 Cupania Circle, Monterey Park, CA 91755
Email davis.tang@cardno.com Web www.cardnoatc.com - www.cardno.com

This email and its attachments may contain confidential and/or privileged information for the sole use of the intended recipient(s). All electronically supplied data must be checked against an applicable hardcopy version which shall be the only document which Cardno warrants accuracy. If you are not the intended recipient, any use, distribution or copying of the information contained in this email and its attachments is strictly prohibited. If you have received this email in error, please email the sender by replying to this message and immediately delete and destroy any copies of this email and any attachments. The views or opinions expressed are the author's own and may not reflect the views or opinions of Cardno.

* * * Communication Result Report (Jan. 7. 2014 2:53PM) * * *

1)
2)

Date/Time: Jan. 7. 2014 2:53PM

| File No. | Mode | Destination | Pg(s) | Result | Page Not Sent |
|----------|-----------|-------------|-------|--------|---------------|
| 9213 | Memory TX | 18056451444 | P. 1 | OK | |

Reason for error
 E. 1) Hang up or line fail
 E. 3) No answer
 E. 5) Exceeded max. E-mail size

E. 2) Busy
 E. 4) No facsimile connection



January 7, 2014

APCD Compliance Division
 Ventura County Air Pollution Control District
 669 Country Square Drive
 City of Ventura, CA 93003

Phone: (805) 645-1400
 Fax: (805) 645-1444

Cardno ATC
 25 Caspado Cir
 Mendocino Park, CA 91756
 Phone +1 323 517 0700
 Fax +1 323 517 9761
 www.cardno.com
 www.caf@cardno.com

Re: Permit Records

Dear APCD Compliance Division

Please conduct a records search for any complaints, violations, permits, applications, and/or inspections for the following address(es):

Southeast Parcel of Doris Avenue and North Patterson Road, Oxnard 93030
 (APN: 183-0-070-030)

Please let us know as soon as possible when the search has been completed. Thank you for your prompt attention to this matter. Please feel free to call me at (323) 517-9643 if you have any questions.

Sincerely,

Davis Tang
 Cardno ATC
 Staff Scientist
 Phone (Direct): (323) 517-9643
 Email: Davis.tang@cardno.com

January 7, 2014

APCD Compliance Division
Ventura County Air Pollution Control District
669 Country Square Drive
City of Ventura, CA 93003

Phone: (805) 645-1400
Fax: (805) 645-1444

Cardno ATC

25 Cupania Circle
Monterey Park, CA 91755

Phone +1 323 517 9780
Fax +1 323 517 9781
www.cardno.com

www.cardnoatc.com

Re: Permit Records

Dear APCD Compliance Division

Please conduct a records search for any complaints, violations, permits, applications, and/or inspections for the following address(es):

Southeast Parcel of Doris Avenue and North Patterson Road, Oxnard 93030
(APN: 183-0-070-090)

Please let us know as soon as possible when the search has been completed. Thank you for your prompt attention to this matter. Please feel free to call me at (323) 517-9643 if you have any questions.

Sincerely,



Davis Tang
Cardno ATC
Staff Scientist
Phone (Direct): (323) 517-9643
Email: Davis.tang@cardno.com



Please fill out this form as completely as possible. Please fill out a separate form for each address of interest. The form may be faxed to the District at 805/645-1444. If you have any questions, please contact Maree Penhart at 805/645-1403.

Person Requesting Information

| | |
|-------------------------------------|---------------------------|
| Name: DAVIS TANG | Date: 1/9/14 |
| Company: CARDNO ATT | |
| Mailing Address: 25 CUPANIA CIR | |
| City: MONTEKEY PARK | State: CA Zip Code: 91755 |
| Telephone Number: 323-517-9780 | Fax Number: 323-517-9781 |
| Email address: DAVIS.TANG@GMAIL.COM | |

Standard Facility Information Request

| |
|--|
| Facility Name: #1 |
| Facility Address: 2292 DORIS AVE |
| City: OXNARD State: CA Zip Code: 93030 |
| Facility Number(s): |

Information Requested (Check All That Are Applicable):

- Copy of Current Facility Permit to Operate with Facility Permitted Emissions
- Inspection Summary (1996 to Present)
- Notice of Violation Summary (1996 to Present)
- Notice to Comply Summary (1996 to Present)
- Complaint Summary (1996 to Present)
- Other (Describe Below)

Requests for records must be for clearly identifiable records in the District's possession, and for facilities within the District's jurisdiction. The District is not required by law to create a new record or list from an already existing record.

Copying costs are \$0.17 per page for requests that are 10 pages or more in length. If the "Other" box is checked, an additional charge for labor may be added to the invoice for the information requested.

NOW AVAILABLE ONLINE !
Facility Info System
 Find information on facilities with APCD Permits at:
<http://www.vcapcd.org/FIS.htm>

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

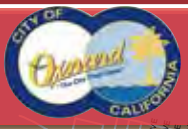
APPENDIX K
LABORATORY REPORTS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

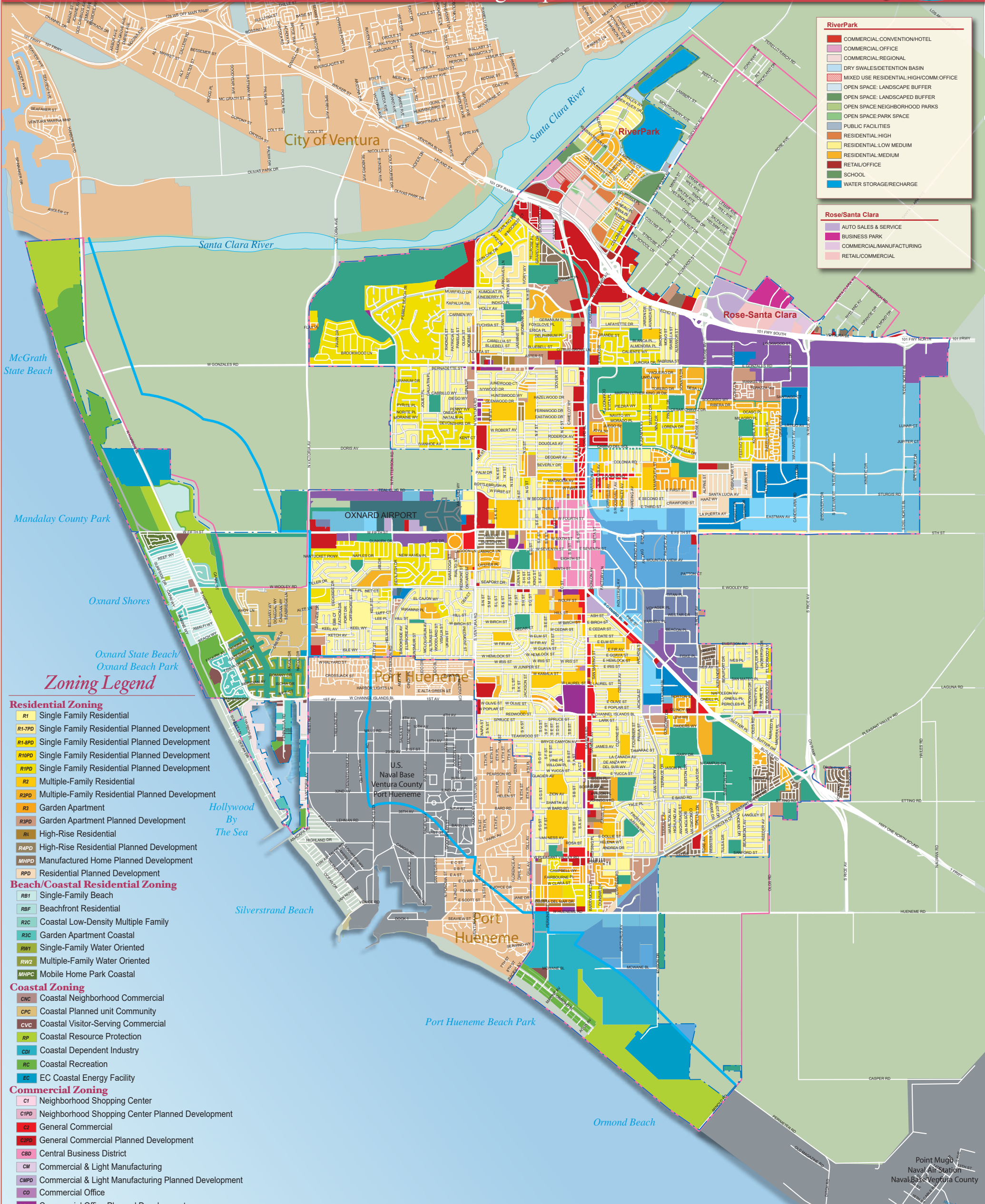
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PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX L
OTHER SUPPORTING DOCUMENTATION



City of Oxnard Zoning Map



RiverPark

- COMMERCIAL CONVENTION/HOTEL
- COMMERCIAL OFFICE
- COMMERCIAL REGIONAL
- DRY SWALES/DETENTION BASIN
- MIXED USE RESIDENTIAL-HIGH/COMM-OFFICE
- OPEN SPACE: LANDSCAPE BUFFER
- OPEN SPACE: LANDSCAPED BUFFER
- OPEN SPACE: NEIGHBORHOOD PARKS
- OPEN SPACE: PARK SPACE
- PUBLIC FACILITIES
- RESIDENTIAL-HIGH
- RESIDENTIAL-LOW MEDIUM
- RESIDENTIAL-MEDIUM
- RETAIL/OFFICE
- SCHOOL
- WATER STORAGE/RECHARGE

Rose/Santa Clara

- AUTO SALES & SERVICE
- BUSINESS PARK
- COMMERCIAL/MANUFACTURING
- RETAIL/COMMERCIAL

- Zoning Legend**
- Residential Zoning**
- R1 Single Family Residential
 - R1-7PD Single Family Residential Planned Development
 - R1-8PD Single Family Residential Planned Development
 - R10PD Single Family Residential Planned Development
 - R1PD Single Family Residential Planned Development
 - R2 Multiple-Family Residential
 - R2PD Multiple-Family Residential Planned Development
 - R3 Garden Apartment
 - R3PD Garden Apartment Planned Development
 - R4 High-Rise Residential
 - R4PD High-Rise Residential Planned Development
 - MHPD Manufactured Home Planned Development
 - RPD Residential Planned Development
- Beach/Coastal Residential Zoning**
- RB1 Single-Family Beach
 - RB2 Beachfront Residential
 - R2C Coastal Low-Density Multiple Family
 - R3C Garden Apartment Coastal
 - RW1 Single-Family Water Oriented
 - RW2 Multiple-Family Water Oriented
 - MHPC Mobile Home Park Coastal
- Coastal Zoning**
- CNC Coastal Neighborhood Commercial
 - CPC Coastal Planned Unit Community
 - CVC Coastal Visitor-Serving Commercial
 - RP Coastal Resource Protection
 - CDI Coastal Dependent Industry
 - RC Coastal Recreation
 - EC EC Coastal Energy Facility
- Commercial Zoning**
- C1 Neighborhood Shopping Center
 - C1PD Neighborhood Shopping Center Planned Development
 - C2 General Commercial
 - C2PD General Commercial Planned Development
 - CBD Central Business District
 - CM Commercial & Light Manufacturing
 - CMPD Commercial & Light Manufacturing Planned Development
 - CO Commercial Office
 - COPD Commercial Office Planned Development
- Industrial Zoning**
- M1 Light Manufacturing
 - M1PD Light Manufacturing Planned Development
 - M2 Heavy Manufacturing
 - M2PD Heavy Manufacturing Planned Development
 - ML Limited Manufacturing
 - MLPD Limited Manufacturing Planned Development
 - MPD Manufacturing Planned Development
 - BRP Business & Research Park
- Other**
- HCI Harbor-Channel Islands
 - CR Community Reserve
 - ER Easement/ROW
 - CNTY Ventura County
 - AO Agricultural Open Space
 - Military Base



The mapped data is derived from the City of Oxnard GIS Program, which is developed and operated solely for the convenience of the City. The maps are for illustrative purposes only. The City does not warrant the accuracy of these maps, and no decision involving a risk of injury or economic loss should be made in reliance thereon.

Zoning Map Boundary Legend

- Oxnard City Limits
Area: 26.9 sq. mi. (Dec. 2004)
Population 189,990 (D.O.E. 2006)
- Oxnard Sphere of Influence
Adopted by LAFCO 6-8-83, Revised 6-00
(30.43 sq. miles)
- Coastal Zone Boundary



U.S. Fish and Wildlife Service


National Wetlands Inventory

NWI

Jan 7, 2014



Wetlands

-  Freshwater Emergent
-  Freshwater Forested/Shrub
-  Estuarine and Marine Deepwater
-  Estuarine and Marine
-  Freshwater Pond
-  Lake
-  Riverine
-  Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:



FREMONT CLEANERS

SEMI-ANNUAL GROUNDWATER MONITORING REPORT

August 2, 2013

| | |
|---|---|
| Project Location: | 690 North Ventura Road, Oxnard, California |
| Fremont Cleaners Contact/Phone: | Dr. George Kallins & Scott Gerrity / (562) 925-8491 |
| Primary Consultant/Contact Person: | Turner/Maclane Inc. / Dwight Hoenig |
| Consultant Phone: | (510) 881-8811 |
| Secondary Consultant/Contact Person: | Turner/Maclane Inc. / Timothy G. Bodkin |
| Consultant Phone: | (650) 728-2392 |
| Lead Agency: | Los Angeles Regional Water Quality Control Board |
| Lead Agency Case Number | Site ID No. 2044W00 / SCP No. 842 |
| Lead Agency Contact/Phone Number: | Gregg Crandall / (213) 576-6701 |
| LARWQCB Case Priority Assignment: | Unknown |
| Geotracker Global ID Number: | SL2044W1601 |
| Other Agencies to Receive Copies: | None |
| Turner-Maclane Project Manager(s): | Dwight Hoenig; Timothy G. Bodkin |
| Site Conceptual Model Update Required? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |

1.0 ACTIVITIES DURING THIS PERIOD (January through June 2013)

- Semi-annual groundwater monitoring and sampling at Fremont Cleaners (“the Site”) was conducted on July 1, 2013. The site is located at 690 North Ventura Road in Oxnard, California, as shown on Figure 1. Groundwater level measurements were recorded at nineteen (19) wells (MW-1 through MW-10A, MW-10B, MW-11A, MW-11B, and EW-1 through EW-6). The locations of these wells are shown on Figure 2. Groundwater samples were obtained at sixteen (16) monitoring wells (MW-1 through MW-10A, MW-10B, MW-11A, MW-11B, and EW-1 through EW-3). The samples were analyzed for volatile organic compounds (VOCs) using EPA Method 8260B. Groundwater elevations and analytical results are summarized in the attached Tables 1 and 2. Well construction details are shown on Table 3. Groundwater elevation contours are shown on Figure 3. Isoconcentration contour maps of the dissolved-phase VOCs in groundwater are presented in Figures 4 through 6.
- Groundwater samples were obtained using HydraSleeve™ samplers in each of the wells except for Wells EW-4, EW-5, and EW-6, which were noted either to be dry (Wells EW-5 and EW-6) or did not contain a sufficient volume of water for sample collection (Well EW-4). As a result, no HydraSleeve™ samplers were placed in Wells EW-4, EW-5, and EW-6 due to the shallow well casing depths and lack of sufficient groundwater present in Well EW-4. The well gauging and groundwater sampling logs are presented in Appendix A.
- Groundwater monitoring and sampling activities were performed under the direction of Turner/Maclane’s State of California-licensed Certified Engineering Geologist.

2.0 ACTIVITIES PROPOSED FOR NEXT PERIOD (July through December 2013)

- Turner/Maclane is currently implementing pre-field activities (i.e., permitting, etc.) for the source removal project in accordance with the Remedial Action Work Plan dated August 15, 2011, which was approved by the Los Angeles Regional Water Quality Control Board (RWQCB) on September 8 and 15, 2011. Field activities for the source removal are anticipated to commence during Third and/or Fourth Quarter 2013.

3.0 FINDINGS

| | |
|---|---|
| Current Phase of Project: | Groundwater Monitoring / Remediation |
| Frequency of Monitoring/Sampling: | Semi-Annually |
| Wells Gauged and/or Sampled This Semi-Annual Event: | MW-1 through MW-9, 10A/10B, 11A/11B, and EW-1 through EW-6 (EW-4 through EW-6 were dry) |
| Depth to Groundwater in Groundwater Wells: | 9.99 to 26.01 feet |
| Groundwater Flow Direction and Gradient: | North-northwest / 0.007 feet per foot (see Figure 3) |
| Flow/Gradient Consistent with Previous Monitoring? | Yes. Groundwater gradient consistently has been oriented northwest to north-northwest. |
| PCE Concentration Range: | <2.0 to 970 µg/L (See Figure 4) |
| Well with Highest PCE Concentration: | MW-1 |
| PCE Concentration in MW-1: | 970 µg/L |
| TCE Concentration in MW-1: | 430 µg/L |
| Cis-1,2-DCE Concentration in MW-1: | 72 µg/L |
| TCE Concentrations Range: | <2.0 to 430 µg/L (See Figure 5) |
| Well with Highest TCE Concentration: | MW-1 |
| Cis-1,2-DCE Concentration Range: | <2.0 to 130 µg/L (See Figure 6) |
| Well with Highest cis-1,2-DCE Concentration: | MW-9 |
| Vinyl Chloride Concentration Range: | All < Laboratory Detection Limits |
| Well with Highest Vinyl Chloride Concentration:: PCE Concentration in MW-9 | N/A ND<5.0 µg/L |
| Wells and/or Surface Water within 2,000 feet: | Unknown |
| Distance and Direction from Site: | Unknown |
| Current Remediation Techniques: | Groundwater Monitoring Only |
| Groundwater Purged this Semi-Annual Event: | Samples were obtained from HydraSleeves |
| Disposal/Recycling Facility: | N/A |
| Summary of Unusual Activity: | None |
| Agency Directive Requirements: | Immediate implementation of August 11, 2011 Remedial Action Work Plan |
| Geotracker Upload Date / for Which Event: | August , 2013/Second Semi-Annual 2013 DWIGHT |

4.0 CONCLUSIONS

- Groundwater elevations show that groundwater flow is to the north-northwest at a gradient of approximately 0.007 feet per foot.
- VOC concentrations were detected in groundwater during this event. Chain-custody documentation and certified analytical reports are presented in Appendix B. In comparison with the previous semi-annual and subsequent monitoring events, PCE and TCE concentrations slightly increased in Wells MW-1 through MW-4, MW-7, MW-10A, MW-11A, and EW-1 through EW-3 with the exception of lower PCE concentrations detected in Wells MW-4 and MW-10B. In addition, the TCE concentration decreased in Well MW-10A. The concentration of cis-1,2-DCE detected in Well MW-9 increased by an order of magnitude. No TCE or cis-1,2-DCE were detected at or above the laboratory reporting limits in Well MW-10B. No cis-1,2-DCE was detected at or above the laboratory reporting limit in Wells EW-1 and EW-3. Trans-1,2-DCE was detected at a concentration slightly above the laboratory reporting limit in Well MW-9. No vinyl chloride was detected in groundwater at or above the laboratory reporting limits in any of the wells during this event. VOC concentration and groundwater elevation versus time graphs are presented in Appendix C.

- No VOCs were detected at or above the laboratory reporting limits in Wells MW-5, MW-6, MW-8, and MW-11B during this event.
- The highest VOC concentrations were detected in Well MW-1, located within the parking lot to the west of the former dry cleaners. The second highest concentrations of VOCs were detected in Well MW-4, located within the parking lot to the northeast of the former dry cleaners.
- Analytical results for PCE and TCE detected in Well MW-10B during this event and February 2013 event indicate that the PCE and TCE concentrations detected in this well during the January 2013 were anomalous and not representative of groundwater quality within the second (deeper) water-bearing zone at that location. Well MW-10B is a nested monitoring well located in the parking further west of Well MW-1.
- Groundwater analytical results obtained during this event indicate that the plume appears to be stabilized and not migrating in the direction of groundwater flow even though there were slight increases in VOC concentrations in some of the wells. The presence of VOC daughter products, including cis-1,2-DCE and trans-1,2-DCE, further indicate that the natural degradation of PCE in groundwater is occurring.

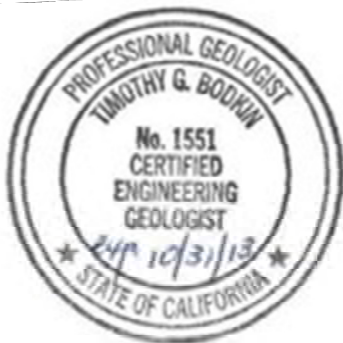
PREPARED BY:



Timothy G. Bodkin, P.G., C.E.G.
Senior Associate



Dwight R. Hoenig
President



ATTACHMENTS:

TABLES

| | |
|---------|--|
| Table 1 | Groundwater Elevation and Analytical Data (July 1, 2013) |
| Table 2 | Historical Groundwater Elevation and Analytical Data |
| Table 3 | Well Construction Details |

FIGURES

| | |
|----------|--------------|
| Figure 1 | Vicinity Map |
|----------|--------------|



- Figure 2 Site Plan with Groundwater Analytical Results
- Figure 3 Groundwater Elevation Contour Map
- Figure 4 Dissolved-Phase Tetrachloroethene (PCE) Isoconcentration Contour Map
- Figure 5 Dissolved-Phase Trichloroethene (TCE) Isoconcentration Contour Map
- Figure 6 Dissolved-Phase cis-1,2-Dichloroethene (cis-1,2-DCE) Isoconcentration Contour Map

APPENDICES

- Appendix A Well Gauging and Groundwater Sampling Logs
- Appendix B Chain-of-Custody Documentation and Certified Analytical Report
- Appendix C VOC Concentration vs. Time Graphs

cc: Dr. George Kallins, BGN Fremont Square LTD

TABLES

TABLE 1

GROUNDWATER ELEVATION AND ANALYTICAL DATA (JULY 1, 2013)
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA

| Well ID | Well Depth | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|------------|---------------|----------------|-----------------------|------------|------------|-------------|---------------|------------|
| | (feet) | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| MW-1 | 19.72 | 51.89 | 13.08 | 38.81 | 970 | 430 | 72 | <20 | <50 |
| MW-2 | 19.50 | 51.39 | 12.19 | 39.20 | 470 | 49 | <20 | <20 | <50 |
| MW-3 | 19.75 | 51.61 | 12.30 | 39.31 | 70 | 12 | 13 | <2.0 | <5.0 |
| MW-4 | 19.16 | 51.23 | 12.28 | 38.95 | 580 | 110 | 70 | <20 | <50 |
| MW-5 | 20.40 | 51.67 | 13.40 | 38.27 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-6 | 20.39 | 51.84 | 14.12 | 37.72 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-7 | 20.30 | 50.33 | 10.78 | 39.55 | 88 | 3.5 | <2.0 | <2.0 | <5.0 |
| MW-8 | 20.32 | 50.55 | 9.99 | 40.56 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-9 | 54.88 | 51.57 | 25.79 | 25.78 | <2.0 | <2.0 | 130 | 3.1 | <5.0 |
| MW-10A | 19.89 | 52.03 | 13.09 | 38.94 | 430 | <20 | <20 | <20 | <50 |
| MW-10B | 44.18 | 52.00 | 26.01 | 25.99 | 17 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-11A | 19.70 | 51.35 | 12.42 | 38.93 | 250 | 17 | <8.0 | <8.0 | <20 |
| MW-11B | 44.14 | 51.33 | 24.14 | 27.19 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| EW-1 | 13.88 | NS | 11.61 | NS | 200 | 35 | <10 | <10 | <25 |
| EW-2 | 12.08 | NS | 11.72 | NS | 230 | 99 | 22 | <2.0 | <5.0 |
| EW-3 | 14.51 | NS | 11.39 | NS | 63 | 6.2 | <2.0 | <2.0 | <5.0 |
| EW-4 | 12.98 | NS | 12.89 | NS | -- | -- | -- | -- | -- |
| EW-5 | 11.93 | NS | DW | NS | DW | DW | DW | DW | DW |
| EW-6 | 10.78 | NS | DW | NS | DW | DW | DW | DW | DW |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |

Notes:

<2.0 refers to not detected at or above the laboratory reporting limit.

TOC refers to top of well casing.

msl refers to mean sea level.

ug/L refers to microgram per liter.

NS refers to the well not surveyed.

DW refers to dry well.

-- refers to groundwater sample not obtained due to insufficient well casing water volume.

CDPH MCL refers to California Department of Public Health Maximum Contaminant Level.

Bolded, shaded value refers to concentration exceeding the CDPH MCL.

PCE = tetrachloroethene.

TCE = trichloroethene.

cis-1,2-dichloroethene = cis-1,2-dichloroethene.

trans-1,2-dichloroethene = trans-1,2-dichloroethene.

VC = vinyl chloride.

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-1 | 10/29/01 | 51.89 | 9.43 | 42.46 | 81 | 31 | 8 | <1 | <5.0 |
| | 2/6/02 | 51.89 | 8.77 | 43.12 | 117.8 | 40.5 | 10.7 | <0.5 | <0.5 |
| | 5/8/02 | 51.89 | 8.91 | 42.98 | 119.1 | 49.2 | 19.7 | <0.5 | <0.5 |
| | 8/9/02 | 51.89 | 9.39 | 42.50 | 95.7 | 39.9 | 13.7 | <0.5 | <0.5 |
| | 11/18/02 | 51.89 | 9.59 | 42.30 | 108.4 | 43.9 | 15.7 | <0.5 | <0.5 |
| | 2/13/03 | 51.89 | 9.33 | 42.56 | 163.1 | 59.4 | 16.2 | <0.5 | <0.5 |
| | 5/15/03 | 51.89 | 8.75 | 43.14 | 112.1 | 53.9 | 18.3 | <0.5 | <0.5 |
| | 8/22/03 | 51.89 | 10.31 | 41.58 | 151.5 | 80.4 | 38.6 | <0.5 | <0.5 |
| | 11/19/03 | -- | -- | -- | 114 | 100 | 45 | 2.5 | <5.0 |
| | 2/8/04 | 51.89 | 10.79 | 41.10 | 230.9 | 138.6 | 59.2 | <0.5 | <0.5 |
| | 5/13/04 | 51.89 | 10.43 | 41.46 | 229.2 | 100.4 | 6.1 | <10 | <10 |
| | 8/4/04 | 51.89 | 11.23 | 40.66 | 315.8 | 100.9 | 58.5 | <2.5 | <2.5 |
| | 11/15/04 | 51.89 | 12.07 | 39.82 | 372.8 | 423.8 | 493.8 | <5.0 | <5.0 |
| | 2/24/05 | 51.89 | 9.98 | 41.91 | 321.4 | 168.9 | 33.1 | <0.5 | <0.5 |
| | 4/22/05 | -- | -- | -- | 516.1 | 215.9 | 107.4 | <2.5 | <2.5 |
| | 5/9/05 | 51.89 | 10.01 | 41.88 | 439.7 | 264.9 | 96.1 | <2.5 | <2.5 |
| | 6/3/05 | -- | -- | -- | 906.9 | 560 | 134.5 | <2.5 | <2.5 |
| | 7/1/05 | -- | -- | -- | 304.1 | 261.3 | 105 | <5.0 | <5.0 |
| | 8/9/05 | 51.89 | 10.12 | 41.77 | 478.1 | 292.3 | 99.5 | <2.5 | <2.5 |
| | 11/9/05 | 51.89 | 10.68 | 41.21 | 408.7 | 275.3 | 78.4 | 4.5 | <2.5 |
| | 1/30/06 | 51.89 | 10.11 | 41.78 | 283.9 | 148.5 | 29.9 | <2.5 | <2.5 |
| | 5/9/06 | 51.89 | 8.31 | 43.58 | 201.5 | 121.6 | 23.3 | <2.5 | <2.5 |
| 8/22/06 | 51.89 | 8.34 | 43.55 | 298.5 | 133 | 24.8 | <2.5 | <2.5 | |
| 11/29/06 | 51.89 | 9.88 | 42.01 | 231.2 | 132.5 | 32.6 | <2.5 | <2.5 | |
| 2/15/07 | 51.89 | 9.51 | 42.38 | 220.3 | 126.3 | 15.7 | <2.5 | <2.5 | |
| 5/23/07 | 51.89 | 9.19 | 42.70 | 244.3 | 94.8 | 19.3 | <2.5 | <2.5 | |
| 11/29/07 | 51.89 | 10.51 | 41.38 | 425 | 132.9 | 22.2 | <2.5 | <2.5 | |
| 3/26/08 | 51.89 | 10.05 | 41.84 | 290.3 | 106.8 | 28.8 | <2.5 | <2.5 | |
| 6/4/08 | 51.89 | 10.06 | 41.83 | 567.6 | 200.2 | 41.6 | <2.5 | <2.5 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|-------------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-1 | 9/24/08 | 51.89 | 10.94 | 40.95 | 279.7 | 143.3 | 19.2 | <2.5 | <2.5 |
| | 12/9/08 | 51.89 | 11.43 | 40.46 | 306.4 | 170.8 | 33.2 | <2.5 | <2.5 |
| | 3/10/09 | 51.89 | 10.78 | 41.11 | 652.5 | 281.3 | 36.5 | <2.5 | <2.5 |
| | 6/23/09 | 51.89 | 11.46 | 40.43 | 419.1 | 203.9 | 19.4 | <2.5 | <2.5 |
| | 1/13/10 | 51.89 | 12.46 | 39.43 | 1277.3 | 255.9 | 11.6 | <2.5 | <2.5 |
| | 7/29/10 | 51.89 | 11.66 | 40.23 | 530 | 150 | 17 | <10 | <25 |
| | 7/29/10 | -- | -- | -- | 640 | 150 | 18 | <10 | <25 |
| | 1/19/11 | 51.89 | 11.95 | 39.94 | 520 | 150 | 23 | <10 | <25 |
| | 7/21/11 | 51.89 | 10.45 | 41.44 | 690 | 260 | 42 | <10 | <25 |
| | 1/24/12 | 51.89 | 11.04 | 40.85 | 770 | 300 | 49 | <20 | <50 |
| | 7/18/12 | 51.89 | 10.91 | 40.98 | 750 | 290 | 56 | <20 | <50 |
| | 1/21/13 | 51.89 | 12.36 | 39.53 | 620 | 270 | 60 | <10 | <25 |
| | 7/1/13 | 51.89 | 13.08 | 38.81 | 970 | 430 | 72 | <20 | <50 |
| MW-2 | 10/29/01 | 51.39 | 8.74 | 42.65 | 4901 | 3014 | 411 | <20 | <100 |
| | 2/6/02 | 51.39 | 7.87 | 43.52 | 6262 | 2527.1 | 285.1 | <50 | <0.5 |
| | 5/8/02 | 51.39 | 7.98 | 43.41 | 4803.6 | 1902.6 | 249.9 | <50 | <0.5 |
| | 8/9/02 | 51.39 | 8.74 | 42.65 | 5891.8 | 1939.2 | 254.4 | <50 | <0.5 |
| | 11/18/02 | 51.39 | 8.66 | 42.73 | 7125.8 | 640.1 | 238.8 | <50 | <0.5 |
| | 2/13/03 | 51.39 | 7.27 | 44.12 | 8394 | 1422.8 | 229.8 | <10 | <0.5 |
| | 5/15/03 | 51.39 | 7.75 | 43.64 | 4663.5 | 165.5 | 92.8 | <10 | <0.5 |
| | 8/22/03 | 51.39 | 9.59 | 41.80 | 4701.4 | 1744.6 | 200 | <10 | <0.5 |
| | 11/19/03 | -- | -- | -- | 4270 | 1800 | 229 | 13 | <5.0 |
| | 2/8/04 | 51.39 | 9.93 | 41.46 | 5156.9 | 1985 | 193.5 | <10 | <10 |
| | 5/13/04 | 51.39 | 9.53 | 41.86 | 5319.3 | 1477.7 | 371.4 | 21.6 | <10 |
| | 8/4/04 | 51.39 | 10.37 | 41.02 | 5852.8 | 993.2 | 332.2 | <25 | <25 |
| | 11/15/04 | 51.39 | Well Inaccessible | | | | | | |
| | 2/24/05 | 51.39 | 9.12 | 42.27 | 3958.7 | 590.5 | 69.7 | <0.5 | <0.5 |
| 4/22/05 | -- | -- | -- | 5285.5 | 613.5 | 202.9 | <25 | <25 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-2 | 5/9/05 | 51.39 | 9.52 | 41.87 | 4398.2 | 618.2 | 193.7 | <25 | <2.5 |
| | 6/3/05 | -- | -- | -- | 9839.8 | 1437.5 | 129.5 | <10 | <10 |
| | 7/1/05 | -- | -- | -- | 2054 | 785.7 | 406.7 | <25 | <25 |
| | 8/9/05 | 51.39 | 9.63 | 41.76 | 4361.9 | 279.7 | 38.4 | <10 | <10 |
| | 11/9/05 | 51.39 | 10.03 | 41.36 | 1040.2 | 873.9 | 389.8 | 16 | <5.0 |
| | 1/30/06 | 51.39 | 8.43 | 42.96 | 795.7 | 188.3 | 21.6 | <5.0 | <5.0 |
| | 5/9/06 | 51.39 | 7.29 | 44.10 | 1050.2 | 775.4 | 415.6 | <2.5 | <2.5 |
| | 8/22/06 | 51.39 | 9.14 | 42.25 | 1488.1 | 252.4 | 33.4 | <2.5 | <2.5 |
| | 11/29/06 | 51.39 | 9.14 | 42.25 | 535 | 23.9 | 3.2 | <2.5 | <2.5 |
| | 2/15/07 | 51.39 | 8.74 | 42.65 | 252.7 | 81.8 | 7 | <2.5 | <2.5 |
| | 5/23/07 | 51.39 | 8.46 | 42.93 | 522.6 | 188.2 | 58.7 | <2.5 | <2.5 |
| | 11/29/07 | 51.39 | 9.72 | 41.67 | 786.7 | 155.1 | 23.5 | <2.5 | <2.5 |
| | 3/26/08 | 51.39 | 9.25 | 42.14 | 494.6 | 108.7 | 28.1 | <2.5 | <2.5 |
| | 6/4/08 | 51.39 | 9.10 | 42.29 | 772.1 | 146.4 | 18 | <2.5 | <2.5 |
| | 9/24/08 | 51.39 | 10.14 | 41.25 | 49.4 | 6.2 | 2 | <2.5 | <2.5 |
| | 12/9/08 | 51.39 | 10.44 | 40.95 | 2.4 | 3.9 | 152.8 | 0.9 | <0.5 |
| | 3/10/09 | 51.39 | 9.45 | 41.94 | 278.1 | 128.3 | 726.9 | 7.8 | <2.5 |
| | 6/23/09 | 51.39 | 9.56 | 41.83 | 821.8 | 423.7 | 65.4 | 2.4 | <0.5 |
| | 1/13/10 | 51.39 | 11.49 | 39.90 | 3962 | 498.8 | 45.9 | <5.0 | <5.0 |
| | 7/29/10 | 51.39 | 10.68 | 40.71 | 330 | 48 | <10 | <10 | <25 |
| | 7/29/10 | -- | -- | -- | 480 | 56 | <10 | <10 | <25 |
| 1/19/11 | 51.39 | 10.04 | 41.35 | 290 | 47 | <10 | <10 | <25 | |
| 7/21/11 | 51.39 | 9.44 | 41.95 | 240 | 28 | <10 | <10 | <25 | |
| 1/24/12 | 51.39 | 9.68 | 41.71 | 260 | 17 | <4.0 | <4.0 | <10 | |
| 7/18/12 | 51.39 | 10.02 | 41.37 | 120 | 6.2 | <4.0 | <4.0 | <10 | |
| 1/21/13 | 51.39 | 11.41 | 39.98 | 340 | 11 | <10 | <10 | <25 | |
| 7/1/13 | 51.39 | 12.19 | 39.20 | 470 | 49 | <20 | <20 | <50 | |
| | | | | | | | | | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-3 | 10/29/01 | 51.61 | 8.88 | 42.73 | 228 | 24 | 13 | <1 | <5.0 |
| | 2/6/02 | 51.61 | 7.90 | 43.71 | 279.5 | 20.4 | 6.1 | <2.5 | <0.5 |
| | 5/8/02 | 51.61 | 8.31 | 43.30 | 284.6 | 27.7 | 18.7 | <2.5 | <0.5 |
| | 8/9/02 | 51.61 | 8.89 | 42.72 | 245.7 | 24.4 | 15.2 | <2.5 | <0.5 |
| | 11/18/02 | 51.61 | 8.67 | 42.94 | 133.5 | 20.8 | 8.4 | <0.5 | <0.5 |
| | 2/13/03 | 51.61 | 6.54 | 45.07 | 224.5 | 24.9 | 8 | <0.5 | <0.5 |
| | 5/15/03 | 51.61 | 7.73 | 43.88 | 153.9 | 36.8 | 11.2 | <0.5 | <0.5 |
| | 8/22/03 | 51.61 | 9.70 | 41.91 | 239.4 | 55.1 | 16.3 | <0.5 | <0.5 |
| | 11/19/03 | -- | -- | -- | 193 | 68 | 19 | 1.3 | <5.0 |
| | 2/8/04 | 51.61 | 9.98 | 41.63 | 127 | 30.4 | 6.3 | <0.5 | <0.5 |
| | 5/13/04 | 51.61 | 9.56 | 42.05 | 250.5 | 18.3 | <10 | <10 | <10 |
| | 8/4/04 | 51.61 | 10.41 | 41.20 | 361.8 | 36.1 | 17.6 | <2.5 | <2.5 |
| | 11/15/04 | 51.61 | 11.11 | 40.50 | 302.7 | 52.2 | 29.4 | <5.0 | <5.0 |
| | 2/24/05 | 51.61 | 9.17 | 42.44 | 236.9 | 22 | <0.5 | <0.5 | <0.5 |
| | 4/22/05 | -- | -- | -- | 231.1 | 15.4 | 5.9 | <2.5 | <2.5 |
| | 5/9/05 | 51.61 | 9.23 | 42.38 | 243.2 | 18 | 5.3 | <2.5 | <2.5 |
| | 6/3/05 | -- | -- | -- | 469.3 | 34.7 | 4.8 | <2.5 | <2.5 |
| | 7/1/05 | -- | -- | -- | 86.8 | 10 | 4.2 | <2.5 | <2.5 |
| | 8/9/05 | 51.61 | 9.63 | 41.98 | 141.8 | <2.5 | <2.5 | <2.5 | <2.5 |
| | 11/9/05 | 51.61 | 10.17 | 41.44 | 91 | 15.2 | 6.7 | <2.5 | <2.5 |
| | 1/30/06 | 51.61 | 9.16 | 42.45 | 50.3 | 7.4 | 5.2 | <0.5 | <0.5 |
| | 5/9/06 | 51.61 | 7.82 | 43.79 | 133.2 | 10.8 | <2.5 | <2.5 | <2.5 |
| 8/22/06 | 51.61 | 15.30 | 36.31 | 135.5 | 10.9 | 3.5 | <0.5 | <0.5 | |
| 11/29/06 | 51.61 | 9.26 | 42.35 | 57.7 | 14.5 | 4.2 | <0.5 | <0.5 | |
| 2/15/07 | 51.61 | 8.82 | 42.79 | 41 | 6.4 | 0.8 | <0.5 | <0.5 | |
| 5/23/07 | 51.61 | 8.58 | 43.03 | 43.5 | 7.2 | 4.5 | <0.5 | <0.5 | |
| 11/29/07 | 51.61 | 10.13 | 41.48 | 53.2 | 60.4 | 4.6 | 3.3 | <0.5 | |
| 3/26/08 | 51.61 | 9.31 | 42.30 | 64.3 | 7.4 | 4.6 | <0.5 | <0.5 | |
| 6/4/08 | 51.61 | 9.24 | 42.37 | 86.1 | 7.9 | 5.3 | <0.5 | <0.5 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-3 | 9/24/08 | 51.61 | 10.34 | 41.27 | 48.9 | 6.7 | 4.3 | <0.5 | <0.5 |
| | 12/9/08 | 51.61 | 10.74 | 40.87 | 49.4 | 6.2 | 2 | <0.5 | <0.5 |
| | 3/10/09 | 51.61 | 9.56 | 42.05 | 26.6 | 1.9 | 9.2 | <0.5 | <0.5 |
| | 6/23/09 | 51.61 | 9.85 | 41.76 | 49.4 | 5.8 | 4 | <0.5 | <0.5 |
| | 1/13/10 | 51.61 | 12.36 | 39.25 | 12.7 | 84.2 | 9.1 | <0.5 | <0.5 |
| | 7/29/10 | 51.61 | 10.73 | 40.88 | 10 | <2.0 | 6.3 | <2.0 | <5.0 |
| | 1/19/11 | 51.61 | 9.72 | 41.89 | 4.1 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/21/11 | 51.61 | 11.13 | 40.48 | 26 | 4.1 | 4.9 | <2.0 | <5.0 |
| | 1/24/12 | 51.61 | 9.41 | 42.20 | 32 | 2.8 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 51.61 | 9.98 | 41.63 | 20 | 3.6 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | 51.61 | 11.40 | 40.21 | 35 | 4.8 | 2.7 | <2.0 | <5.0 |
| | 7/1/13 | 51.61 | 12.30 | 39.31 | 70 | 12 | 13 | <2.0 | <5.0 |
| MW-4 | 10/29/01 | 51.23 | 8.56 | 42.67 | 334 | 79 | 45 | <1 | <5.0 |
| | 2/6/02 | 51.23 | 7.79 | 43.44 | 621.5 | 22 | 3.6 | <5.0 | <0.5 |
| | 5/8/02 | 51.23 | 8.16 | 43.07 | 541.2 | 16.2 | 3.5 | <5.0 | <0.5 |
| | 8/9/02 | 51.23 | 8.57 | 42.66 | 472.9 | 26.9 | 14.2 | <5.0 | <0.5 |
| | 11/18/02 | 51.23 | 8.61 | 42.62 | 851.7 | 26.6 | 17.9 | <5.0 | <0.5 |
| | 2/13/03 | 51.23 | 7.86 | 43.37 | 727 | 41.6 | 26.1 | <5.0 | <0.5 |
| | 5/15/03 | 51.23 | 7.74 | 43.49 | 372.9 | 8.4 | <0.5 | <0.5 | <0.5 |
| | 8/22/03 | 51.23 | 9.40 | 41.83 | 445.7 | 16.2 | 2.6 | <0.5 | <0.5 |
| | 11/19/03 | -- | -- | -- | 304 | 22 | 4.9 | <5.0 | <5.0 |
| | 2/8/04 | 51.23 | 9.78 | 41.45 | 643.5 | 116.8 | 54.8 | <0.5 | <0.5 |
| | 5/13/04 | 51.23 | 9.36 | 41.87 | 437.7 | 20.1 | <10 | <10 | <10 |
| | 8/4/04 | 51.23 | 10.14 | 41.09 | 1210.8 | 34.4 | 19 | <2.5 | <2.5 |
| | 11/15/04 | 51.23 | 10.98 | 40.25 | 1331.5 | 132.5 | 127.4 | 4.9 | <5.0 |
| | 2/24/05 | 51.23 | 8.97 | 42.26 | 426.8 | 63 | 61.3 | <0.5 | <0.5 |
| | 5/4/05 | -- | -- | -- | 323.4 | 14.5 | 5.5 | <5.0 | <2.5 |
| 5/9/05 | 51.23 | 9.33 | 41.90 | 355.8 | 19.2 | 4.2 | <2.5 | <2.5 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|-----------------------------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-4 | 6/3/05 | -- | -- | -- | 872.5 | 72.2 | 10.3 | <2.5 | <2.5 |
| | 7/1/05 | -- | -- | -- | 452.2 | 71.1 | 34.3 | <5.0 | <5.0 |
| | 8/9/05 | 51.23 | 9.61 | 41.62 | 223 | 48.3 | 30.6 | <5.0 | <5.0 |
| | 11/9/05 | 51.23 | 10.01 | 41.22 | 386 | 52 | 12.6 | <5.0 | <5.0 |
| | 1/30/06 | 51.23 | 9.06 | 42.17 | 165.7 | 21.8 | 16.2 | <2.5 | <2.5 |
| | 5/9/06 | 51.23 | 7.17 | 44.06 | 128.9 | 18.4 | 9.2 | <2.5 | <2.5 |
| | 8/22/06 | 51.23 | Car parked over well. Not gauged. | | | | | | |
| | 12/21/06 | 51.23 | 8.96 | 42.27 | 2.6 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 2/15/07 | 51.23 | 8.67 | 42.56 | 70.2 | 22 | 21.4 | <0.5 | <0.5 |
| | 5/23/07 | 51.23 | 8.33 | 42.90 | 61.5 | 5.3 | 1.3 | <0.5 | <0.5 |
| | 11/29/07 | 51.23 | 9.49 | 41.74 | 233.6 | 27.8 | 7.5 | <0.5 | <0.5 |
| | 3/26/08 | 51.23 | 9.19 | 42.04 | 134.3 | 19.8 | 108.4 | <0.5 | <0.5 |
| | 6/4/08 | 51.23 | 8.89 | 42.34 | 158.6 | 15.5 | 37.6 | <0.5 | <0.5 |
| | 9/24/08 | 51.23 | 10.15 | 41.08 | 255.5 | 46.1 | 84.6 | <0.5 | <0.5 |
| | 12/9/08 | 51.23 | 10.43 | 40.80 | 537.5 | 79.9 | 263.4 | <0.5 | <0.5 |
| | 3/10/09 | 51.23 | 9.45 | 41.78 | 209.8 | 26.1 | 92.2 | <2.5 | <0.5 |
| | 6/23/09 | 51.23 | 9.09 | 42.14 | 280.7 | 30.8 | 116 | <0.5 | <2.5 |
| | 1/13/10 | 51.23 | 11.00 | 40.23 | 620.7 | 38.2 | 80.2 | <2.5 | <2.5 |
| | 7/29/10 | 51.23 | 10.64 | 40.59 | 290 | 26 | <10 | <10 | <25 |
| | 1/19/11 | 51.23 | 10.31 | 40.92 | 370 | 48 | 37 | <10 | <25 |
| 7/21/11 | 51.23 | 9.55 | 41.68 | 320 | 31 | 15 | <10 | <25 | |
| 1/24/12 | 51.23 | 10.06 | 41.17 | 390 | 49 | 39 | <10 | <25 | |
| 7/18/12 | 51.23 | 10.13 | 41.10 | 510 | 60 | 22 | <10 | <25 | |
| 1/21/13 | 51.23 | 11.50 | 39.73 | 590 | 71 | 36 | <20 | <50 | |
| 7/1/13 | 51.23 | 12.28 | 38.95 | 580 | 110 | 70 | <20 | <50 | |
| | | | | | | | | | |
| MW-5 | 5/9/06 | 51.67 | 9.27 | 42.40 | | | | | |
| | 8/22/06 | 51.67 | Car Parked Over Well. Not Gauged. | | | | | | |
| | 11/29/06 | 51.67 | 9.61 | 42.06 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC | |
|-----------------|-------------|---------------|---|-----------------------|-------------|----------|-------------|---------------|------------|--|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 | |
| MW-5 | 2/15/07 | 51.67 | 9.41 | 42.26 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 5/23/07 | 51.67 | 9.76 | 41.91 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 11/29/07 | 51.67 | 10.73 | 40.94 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 3/26/08 | 51.67 | 9.83 | 41.84 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 6/4/08 | 51.67 | 10.87 | 40.80 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 9/24/08 | 51.67 | 10.99 | 40.68 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 12/9/08 | 51.67 | 11.28 | 40.39 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 3/10/09 | 51.67 | 12.05 | 39.62 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 6/23/09 | 51.67 | Gauged annually during the Fourth Quarter | | | | | | | |
| | 1/13/10 | 51.67 | 14.04 | 37.63 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 7/29/10 | 51.67 | 12.64 | 39.03 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | 1/19/11 | 51.67 | 13.70 | 37.97 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | 7/21/11 | 51.67 | 10.73 | 40.94 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | 1/24/12 | 51.67 | 10.77 | 40.90 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | 7/18/12 | 51.67 | 10.62 | 41.05 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | 1/21/13 | 51.67 | 12.73 | 38.94 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| 7/1/13 | 51.67 | 13.40 | 38.27 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | | |
| MW-6 | 5/9/06 | 51.84 | 8.69 | 43.15 | 11.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 8/22/06 | 51.84 | 9.24 | 42.60 | 0.8 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 11/29/06 | 51.84 | 9.81 | 42.03 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 2/15/07 | 51.84 | 9.72 | 42.12 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 5/23/07 | 51.84 | 9.34 | 42.50 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 11/29/07 | 51.84 | 9.76 | 42.08 | 0.6 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 3/26/08 | 51.84 | 10.42 | 41.42 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 6/4/08 | 51.84 | 10.44 | 41.40 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 9/24/08 | 51.84 | 11.40 | 40.44 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 12/9/08 | 51.84 | 11.93 | 39.91 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |
| | 3/10/09 | 51.84 | 11.28 | 40.56 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|-----------------------------------|-----------------------|--------------|-------------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-6 | 6/23/09 | 51.84 | usually during the Fourth Quarter | | | | | | |
| | 1/13/10 | 51.84 | 13.10 | 38.74 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 7/29/10 | 51.84 | 12.61 | 39.23 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/19/11 | 51.84 | 12.97 | 38.87 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/21/11 | 51.84 | 11.13 | 40.71 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/24/12 | 51.84 | 11.79 | 40.05 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 51.84 | 11.82 | 40.02 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | 51.84 | 13.23 | 38.61 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/1/13 | 51.84 | 14.12 | 37.72 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-7 | 5/9/06 | 50.33 | 5.97 | 44.36 | 176.1 | 6 | <0.5 | <0.5 | <2.5 |
| | 8/22/06 | 50.33 | 7.83 | 42.50 | 238.2 | 10.2 | <0.5 | <0.5 | <2.5 |
| | 11/29/06 | 50.33 | 7.91 | 42.42 | 120.7 | 7.6 | <2.5 | <2.5 | <2.5 |
| | 2/15/07 | 50.33 | 8.45 | 41.88 | 98.2 | 7.9 | <0.5 | <0.5 | <0.5 |
| | 5/23/07 | 50.33 | 7.29 | 43.04 | 62.5 | 4.3 | 0.5 | <0.5 | <0.5 |
| | 11/29/07 | 50.33 | 8.70 | 41.63 | 110.2 | 5.1 | <0.5 | <0.5 | <0.5 |
| | 3/26/08 | 50.33 | 7.72 | 42.61 | 148.7 | 7.6 | <0.5 | <0.5 | <0.5 |
| | 6/4/08 | 50.33 | 7.88 | 42.45 | 211.6 | 6.8 | <0.5 | <0.5 | <0.5 |
| | 9/24/08 | 50.33 | 8.97 | 41.36 | 144.7 | 5.9 | <0.5 | <0.5 | <0.5 |
| | 12/9/08 | 50.33 | 9.46 | 40.87 | 111.9 | 4.4 | <0.5 | <0.5 | <0.5 |
| | 3/10/09 | 50.33 | 8.11 | 42.22 | 142.5 | 5.7 | <0.5 | <0.5 | <0.5 |
| | 6/23/09 | 50.33 | 8.45 | 41.88 | 140.5 | 4.4 | <0.5 | <0.5 | <0.5 |
| | 1/13/10 | 50.33 | 11.05 | 39.28 | 55.6 | 3.7 | <0.5 | <0.5 | <0.5 |
| | 7/29/10 | 50.33 | 9.37 | 40.96 | 140 | 4.8 | <2.0 | <2.0 | <5.0 |
| | 1/19/11 | 50.33 | 9.50 | 40.83 | 110 | 6.5 | <2.0 | <2.0 | <5.0 |
| | 7/21/11 | 50.33 | 7.95 | 42.38 | 100 | 4.6 | <2.0 | <2.0 | <5.0 |
| | 1/24/12 | 50.33 | 8.16 | 42.17 | 90 | 4.4 | <2.0 | <2.0 | <5.0 |
| 7/18/12 | 50.33 | 8.52 | 41.81 | 100 | 5.1 | <2.0 | <2.0 | <5.0 | |
| 1/21/13 | 50.33 | 10.02 | 40.31 | 80 | 3.5 | <2.0 | <2.0 | <5.0 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|------------------------------|-----------------------|------------|------------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-7 | 7/1/13 | 50.33 | 10.78 | 39.55 | 88 | 3.5 | <2.0 | <2.0 | <5.0 |
| | | | | | | | | | |
| MW-8 | 9/6/07 | -- | -- | -- | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 11/29/07 | 50.55 | 8.24 | 42.31 | <0.5 | 0.3 | <0.5 | <0.5 | <0.5 |
| | 3/26/08 | 50.55 | 6.23 | 44.32 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 6/4/08 | 50.55 | 6.25 | 44.30 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 9/24/08 | 50.55 | 7.09 | 43.46 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 12/9/08 | 50.55 | 7.47 | 43.08 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 3/10/09 | 50.55 | with sandy dirt. Not gauged. | | | | | | |
| | 6/23/09 | 50.55 | 7.51 | 43.04 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 1/13/10 | 50.55 | 9.91 | 40.64 | <0.5 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 7/29/10 | 50.55 | 8.12 | 42.43 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/19/11 | 50.55 | 5.50 | 45.05 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/21/11 | 50.55 | 6.55 | 44.00 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/24/12 | 50.55 | 6.75 | 43.80 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 50.55 | 7.37 | 43.18 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | 50.55 | 9.05 | 41.50 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| 7/1/13 | 50.55 | 9.99 | 40.56 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 | |
| | | | | | | | | | |
| MW-9 | 10/27/11 | -- | -- | -- | <5.0 | 24 | 260 | 5.5 | <12 |
| | 1/24/12 | 51.57 | 15.27 | 36.30 | <2.0 | 3.4 | 46 | <2.0 | <5.0 |
| | 7/18/12 | 51.57 | 17.56 | 34.01 | <2.0 | 2.4 | 61 | <2.0 | <5.0 |
| | 1/21/13 | 51.57 | 21.65 | 29.92 | 10 | 3.3 | 54 | <2.0 | <5.0 |
| | 7/1/13 | 51.57 | 25.79 | 25.78 | <2.0 | <2.0 | 130 | 3.1 | <5.0 |
| | | | | | | | | | |
| MW-10A | 6/29/12 | -- | -- | -- | 380 | 12 | <8 | <8 | <20 |
| | 7/18/12 | 52.03 | 10.75 | 41.28 | 410 | 17 | <10 | <10 | <25 |
| | 1/21/13 | 52.03 | 12.44 | 39.59 | 340 | 13 | <10 | <10 | <25 |
| | 2/22/13 | 52.03 | 12.52 | 39.51 | -- | -- | -- | -- | -- |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|--------------|-------------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| MW-10A | 7/1/13 | 52.03 | 13.09 | 38.94 | 430 | <20 | <20 | <20 | <50 |
| | | | | | | | | | |
| MW-10B | 6/29/12 | -- | -- | -- | 2.2 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 52.00 | 17.65 | 34.35 | 4.9 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | 52.00 | 21.80 | 30.20 | 240 | 10 | <5.0 | <5.0 | <13 |
| | 2/22/13 | 52.00 | 22.50 | 29.50 | 22 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/1/13 | 52.00 | 26.01 | 25.99 | 17 | <2.0 | <2.0 | <2.0 | <5.0 |
| | | | | | | | | | |
| MW-11A | 6/29/12 | -- | -- | -- | 60 | 7.3 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 51.35 | 9.79 | 41.56 | 140 | <4.0 | <4.0 | <4.0 | <10 |
| | 1/21/13 | 51.35 | 11.63 | 39.72 | 220 | 14 | <5.0 | <5.0 | <13 |
| | 7/1/13 | 51.35 | 12.42 | 38.93 | 250 | 17 | <8.0 | <8.0 | <20 |
| | | | | | | | | | |
| MW-11B | 6/29/12 | -- | -- | -- | 6.6 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | 51.33 | 17.18 | 34.15 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | 51.33 | 21.32 | 30.01 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | 7/1/13 | 51.33 | 24.14 | 27.19 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| | | | | | | | | | |
| EW-1 | 4/22/05 | NS | -- | -- | 947.1 | 7.9 | <2.5 | <2.5 | <2.5 |
| | 5/4/05 | NS | -- | -- | 766.1 | 11.6 | <2.5 | <2.5 | <2.5 |
| | 6/3/05 | NS | -- | -- | 780.2 | <2.5 | <2.5 | <2.5 | <2.5 |
| | 7/1/05 | NS | -- | -- | 107.3 | 3.1 | <2.5 | <2.5 | <2.5 |
| | 8/9/05 | NS | -- | -- | 192.5 | <2.5 | <2.5 | <2.5 | <2.5 |
| | 11/9/05 | NS | -- | -- | 153.4 | 3.3 | <2.5 | <2.5 | <2.5 |
| | 1/30/06 | NS | -- | -- | 149.3 | 2.8 | <2.5 | <2.5 | <2.5 |
| | 5/9/06 | NS | -- | -- | 174.4 | 8.4 | <2.5 | <2.5 | <2.5 |
| | 8/22/06 | NS | -- | -- | 166.7 | 2.2 | <0.5 | <0.5 | <0.5 |
| | 11/29/06 | NS | -- | -- | 112.6 | 9.2 | <2.5 | <2.5 | <2.5 |
| | 2/15/07 | NS | 8.39 | -- | 184.9 | 4.1 | <0.5 | <0.5 | <0.5 |

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**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-1 | 5/23/07 | NS | 7.98 | -- | 130.7 | 1.6 | <0.5 | <0.5 | <0.5 |
| | 11/29/07 | NS | 9.33 | -- | 108.7 | 1.7 | <0.5 | <0.5 | <0.5 |
| | 3/26/08 | NS | 8.73 | -- | 144.2 | 3.8 | <0.5 | <0.5 | <0.5 |
| | 6/4/08 | NS | 8.65 | -- | 156.9 | 2.8 | <0.5 | <0.5 | <0.5 |
| | 9/24/08 | NS | 9.78 | -- | 121.6 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 12/9/08 | NS | 9.88 | -- | 115.2 | 17.6 | 4.2 | <0.5 | <0.5 |
| | 3/10/09 | NS | 8.60 | -- | 107.2 | 17.8 | 5.5 | <0.5 | <0.5 |
| | 6/23/09 | NS | 8.82 | -- | 66.2 | 15.3 | 9.4 | <0.5 | <0.5 |
| | 1/13/10 | NS | 10.99 | -- | 216.3 | 24 | 18.2 | <0.5 | <0.5 |
| | 7/29/10 | NS | 9.98 | -- | 78 | 7.6 | 2.8 | <2.0 | <5.0 |
| | 1/19/11 | NS | 9.18 | -- | 97 | 13 | 4.5 | <2.0 | <5.0 |
| | 7/21/11 | NS | 8.78 | -- | 200 | 4.2 | <2.0 | <2.0 | <5.0 |
| | 1/24/12 | NS | 9.27 | -- | 120 | 17 | 2.6 | <2.0 | <5.0 |
| | 7/18/12 | NS | 9.47 | -- | 160 | 42 | 7.8 | <2.0 | <5.0 |
| | 1/21/13 | NS | 10.79 | -- | 110 | 20 | 3.5 | <2.0 | <5.0 |
| 7/1/13 | NS | 11.61 | -- | 200 | 35 | <10 | <10 | <25 | |
| EW-2 | 4/22/05 | NS | -- | -- | 809.1 | 140.5 | 12 | <2.5 | <2.5 |
| | 5/4/05 | NS | -- | -- | 643.9 | 65.6 | 4.8 | <2.5 | <2.5 |
| | 6/3/05 | NS | -- | -- | 606.5 | 45.7 | 5.3 | <2.5 | <2.5 |
| | 7/1/05 | NS | -- | -- | 143.1 | 43.3 | 7.5 | <5.0 | <5.0 |
| | 8/9/05 | NS | -- | -- | 327.6 | 74.3 | 7.7 | <2.5 | <2.5 |
| | 11/9/05 | NS | -- | -- | 381.6 | 106.4 | 5.4 | <2.5 | <2.5 |
| | 1/30/06 | NS | -- | -- | 254.1 | 14.5 | 3.4 | <2.5 | <2.5 |
| | 5/9/06 | NS | -- | -- | 244.3 | 159.6 | 12.2 | <2.5 | <2.5 |
| | 8/22/06 | NS | -- | -- | 548.6 | 42.1 | 3.1 | <2.5 | <2.5 |
| | 11/29/06 | NS | -- | -- | 361.6 | 20.3 | <2.5 | <2.5 | <2.5 |
| | 2/15/07 | NS | 8.18 | -- | 296.4 | 24.3 | <2.5 | <2.5 | <2.5 |
| | 5/23/07 | NS | 7.79 | -- | 477.1 | 96.1 | 4.3 | <2.5 | <2.5 |

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**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-2 | 11/29/07 | NS | 9.13 | -- | 413.9 | 8.7 | <2.5 | <2.5 | <2.5 |
| | 3/26/08 | NS | 8.39 | -- | 313.3 | 82 | 7.3 | <2.5 | <2.5 |
| | 6/4/08 | NS | 8.44 | -- | 473.8 | 16.6 | <2.5 | <2.5 | <2.5 |
| | 9/24/08 | NS | 9.57 | -- | 202.7 | 5.1 | <0.5 | <0.5 | <2.5 |
| | 12/9/08 | NS | 9.76 | -- | 115.2 | 4 | <0.5 | <0.5 | <0.5 |
| | 3/10/09 | NS | 8.28 | -- | 161.7 | 23.2 | 2.3 | <0.5 | <0.5 |
| | 6/23/09 | NS | 8.71 | -- | 146.3 | 11.6 | <0.5 | <0.5 | <0.5 |
| | 1/13/10 | NS | 11.05 | -- | 290.8 | 57.2 | 6.7 | <0.5 | <0.5 |
| | 7/29/10 | NS | 9.79 | -- | 78 | 26 | 4.1 | <2.0 | <5.0 |
| | 1/19/11 | NS | 8.85 | -- | 79 | 76 | 15 | <2.0 | <5.0 |
| | 7/21/11 | NS | 8.56 | -- | 100 | 4.1 | 5.3 | <2.0 | <5.0 |
| | 1/24/12 | NS | 8.83 | -- | 96 | 24 | 3.2 | <2.0 | <5.0 |
| | 7/18/12 | NS | 9.21 | -- | 83 | 17 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | NS | 10.55 | -- | 120 | 46 | 10 | <2.0 | <5.0 |
| 7/1/13 | NS | 11.72 | -- | 230 | 99 | 22 | <2.0 | <5.0 | |
| EW-3 | 4/22/05 | NS | -- | -- | 140.4 | 10.2 | <2.5 | <2.5 | <2.5 |
| | 5/4/05 | NS | -- | -- | 167.7 | 12.3 | <2.5 | <2.5 | <2.5 |
| | 6/3/05 | NS | -- | -- | 76.8 | 6.8 | <0.5 | <0.5 | <0.5 |
| | 7/1/05 | NS | -- | -- | 23.6 | 2.6 | 2.9 | <0.5 | <0.5 |
| | 8/9/05 | NS | -- | -- | 74.4 | <0.5 | <0.5 | <0.5 | <0.5 |
| | 11/9/05 | NS | -- | -- | 81.5 | 8.7 | 3.8 | <0.5 | <0.5 |
| | 1/30/06 | NS | -- | -- | 59 | 9 | <0.5 | <0.5 | <0.5 |
| | 5/9/06 | NS | -- | -- | 52 | 7.8 | 1.3 | <0.5 | <0.5 |
| | 8/22/06 | NS | -- | -- | 42.6 | 11.9 | 3.4 | <0.5 | <0.5 |
| | 11/29/06 | NS | -- | -- | 51.5 | 12.8 | 3.8 | <0.5 | <0.5 |
| | 2/15/07 | NS | 8.19 | -- | 37.7 | 13.1 | 2.1 | <0.5 | <0.5 |
| | 5/23/07 | NS | 7.88 | -- | 25.9 | 25.5 | 7.9 | <0.5 | <0.5 |
| | 11/29/07 | NS | 9.22 | -- | 61.1 | 5 | <0.5 | <2.0 | <0.5 |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-3 | 3/26/08 | NS | 8.42 | -- | 34 | 9.4 | 2 | <2.0 | <0.5 |
| | 6/4/08 | NS | 8.51 | -- | 37.9 | 10.5 | 2.8 | <2.0 | <0.5 |
| | 9/24/08 | NS | 9.61 | -- | 39.9 | 6.6 | 2.4 | <2.0 | <0.5 |
| | 12/9/08 | NS | 9.81 | -- | 43.7 | 4.8 | 2.4 | <2.0 | <0.5 |
| | 3/10/09 | NS | 8.45 | -- | 29.6 | 19.7 | 5.3 | <2.0 | <0.5 |
| | 6/23/09 | NS | 8.77 | -- | 31.1 | 7.6 | 1.1 | <2.0 | <0.5 |
| | 1/13/10 | NS | 11.26 | -- | 77 | 14.9 | 2.8 | <2.0 | <0.5 |
| | 7/29/10 | NS | 9.79 | -- | 76 | 10 | 2 | <2.0 | <5.0 |
| | 1/19/11 | NS | 8.75 | -- | 62 | 8.8 | <2.0 | <2.0 | <5.0 |
| | 7/21/11 | NS | 8.52 | -- | 52 | 4.6 | <2.0 | <2.0 | <5.0 |
| | 1/24/12 | NS | 8.63 | -- | 36 | 4.3 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | NS | 9.13 | -- | 49 | 6.4 | 3.8 | <2.0 | <5.0 |
| | 1/21/13 | NS | 10.49 | -- | 38 | 4.6 | <2.0 | <2.0 | <5.0 |
| | 7/1/13 | NS | 11.39 | -- | 63 | 6.2 | <2.0 | <2.0 | <5.0 |
| EW-4 | 5/4/05 | NS | -- | -- | 19112 | 1223.9 | 201 | <50 | <50 |
| | 6/3/05 | NS | -- | -- | 34401 | 2889.3 | 255.2 | <25 | <25 |
| | 7/1/05 | NS | -- | -- | 9788.8 | 1306.7 | 224 | <50 | <50 |
| | 8/9/05 | NS | -- | -- | 18781.1 | 2829.3 | 328.9 | <10 | <10 |
| | 11/9/05 | NS | -- | -- | 5401.3 | 2086.8 | 227 | 9.2 | <5.0 |
| | 1/30/06 | NS | -- | -- | 2016.7 | 721.1 | 116 | <5.0 | <5.0 |
| | 5/9/06 | NS | -- | -- | 4867.7 | 1213.5 | 123.9 | 6.1 | <5.0 |
| | 8/22/06 | NS | -- | -- | 2650.6 | 443 | 40.3 | <10 | <10 |
| | 11/29/06 | NS | -- | -- | 281.1 | 18.1 | <2.5 | <2.5 | <2.5 |
| | 2/15/07 | NS | 9.13 | -- | 772.9 | 435.1 | 93.8 | <10 | <10 |
| | 5/23/07 | NS | 9.06 | -- | 178.3 | 28.2 | 4.7 | <0.5 | <0.5 |
| | 11/29/07 | NS | 10.09 | -- | 1617.6 | 68.2 | <5.0 | <5.0 | <5.0 |
| | 3/26/08 | NS | 9.02 | -- | 1052.3 | 111.5 | <5.0 | <5.0 | <0.5 |
| | 6/4/08 | NS | 9.70 | -- | 220.7 | 47.8 | 1534.1 | <5.0 | <5.0 |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-4 | 9/24/08 | NS | 10.62 | -- | 227.4 | 46.8 | 323.6 | <0.5 | <0.5 |
| | 12/9/08 | NS | 10.92 | -- | 99.1 | 15.7 | 168.3 | 1.1 | <0.5 |
| | 3/10/09 | NS | 9.78 | -- | 174.9 | 11 | 9.7 | <0.5 | <0.5 |
| | 6/23/09 | NS | 9.56 | -- | 35 | 1.7 | 3.3 | 1.1 | <0.5 |
| | 1/15/10 | NS | 11.75 | -- | 144.6 | 43.6 | 9 | <0.5 | <0.5 |
| | 7/29/10 | NS | 11.19 | -- | 73 | 26 | 13 | <2.0 | <5.0 |
| | 1/19/11 | NS | 11.96 | -- | 540 | 260 | 130 | 8.5 | <5.0 |
| | 7/21/11 | NS | 10.11 | -- | 900 | 500 | 62 | <20 | <5.0 |
| | 1/24/12 | NS | 10.59 | -- | 1100 | 470 | 44 | <20 | <50 |
| | 7/18/12 | NS | 10.80 | -- | 1000 | 330 | 42 | <20 | <50 |
| | 1/21/13 | NS | 12.02 | -- | 1100 | 330 | 43 | <40 | <100 |
| | 7/1/13 | NS | 12.89 | -- | -- | -- | -- | -- | -- |
| EW-5 | 5/4/05 | NS | -- | -- | 10908.4 | 269.9 | 68.7 | <25 | <25 |
| | 6/3/05 | NS | -- | -- | 18503.1 | 1112.6 | 125.5 | <2.5 | <2.5 |
| | 7/1/05 | NS | -- | -- | 5390.3 | 372.6 | 79.4 | <50 | <50 |
| | 8/9/05 | NS | -- | -- | 1154.3 | 76.3 | 6.5 | <2.5 | <2.5 |
| | 11/9/05 | NS | -- | -- | 2960.6 | 469 | 27 | <5.0 | <5.0 |
| | 1/30/06 | NS | -- | -- | 308 | 51.9 | 2.5 | <2.5 | <2.5 |
| | 5/9/06 | NS | -- | -- | 2391.2 | 712.8 | 61.6 | 4.5 | <5.0 |
| | 8/22/06 | NS | -- | -- | 4004.7 | 1177.2 | 100 | <10 | <10 |
| | 11/29/06 | NS | -- | -- | 156.1 | 35 | <2.5 | <2.5 | <2.5 |
| | 2/15/07 | NS | 9.17 | -- | 208.7 | 5.2 | <2.5 | <2.5 | <2.5 |
| | 5/23/07 | NS | 8.65 | -- | 1953.8 | 470.4 | 61.7 | <2.5 | <2.5 |
| | 11/29/07 | NS | 9.83 | -- | 8315.5 | 1322.4 | 113.1 | <5.0 | <5.0 |
| | 3/26/08 | NS | 9.46 | -- | 840.1 | 246 | 15.2 | <5.0 | <5.0 |
| | 6/4/08 | NS | 9.36 | -- | 6644.1 | 852 | 85.3 | <5.0 | <5.0 |
| | 9/24/08 | NS | 10.34 | -- | 717.3 | 368.2 | 63.6 | <5.0 | <5.0 |
| 12/9/08 | NS | 10.97 | -- | 623.3 | 256.4 | 5613.4 | 16.3 | <5.0 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-5 | 3/10/09 | NS | 9.56 | -- | 10084.2 | 816.2 | 83.9 | <25 | <25 |
| | 6/23/09 | NS | 9.57 | -- | 3523.2 | 635.5 | 135.1 | <5.0 | <5.0 |
| | 1/15/10 | NS | 11.62 | -- | 3818.2 | 879.7 | 105.3 | <5.0 | <5.0 |
| | 7/29/10 | NS | 10.79 | -- | 660 | 160 | 24 | <10 | <25 |
| | 1/19/11 | NS | 10.35 | -- | 90 | 17 | <4.0 | <4.0 | <10 |
| | 7/21/11 | NS | 9.70 | -- | 84 | 11 | <4.0 | <4.0 | <4.0 |
| | 1/24/12 | NS | 9.94 | -- | 84 | 6.1 | <2.0 | <2.0 | <5.0 |
| | 7/18/12 | NS | 10.18 | -- | 73 | 4.9 | <2.0 | <2.0 | <5.0 |
| | 1/21/13 | NS | 11.59 | -- | 190 | 9.4 | <4.0 | <4.0 | <10 |
| 7/1/13 | NS | DW | -- | -- | -- | -- | -- | -- | |
| EW-6 | 5/4/05 | NS | -- | -- | 3367.7 | 359.6 | 39.5 | <25 | <25 |
| | 8/9/05 | NS | -- | -- | -- | -- | -- | -- | -- |
| | 11/9/05 | NS | -- | -- | -- | -- | -- | -- | -- |
| | 1/30/06 | NS | -- | -- | -- | -- | -- | -- | -- |
| | 5/9/06 | NS | -- | -- | 3221.1 | 1249.7 | 137.5 | 7.8 | <25 |
| | 8/22/06 | NS | -- | -- | -- | -- | -- | -- | -- |
| | 11/29/06 | NS | -- | -- | -- | -- | -- | -- | -- |
| | 2/15/07 | NS | 10.52 | -- | 2039.6 | 853.8 | 47.2 | <2.5 | <2.5 |
| | 5/23/07 | NS | 8.80 | -- | 1637.8 | 505.2 | 46.9 | <10 | <10 |
| | 11/29/07 | NS | 9.83 | -- | -- | -- | -- | -- | -- |
| | 3/26/08 | NS | 9.52 | -- | 183.2 | 64.9 | <2.5 | <2.5 | <2.5 |
| | 6/4/08 | NS | 9.41 | -- | 463.5 | 74.7 | <5.0 | <5.0 | <5.0 |
| | 9/24/08 | NS | 9.87 | -- | -- | -- | -- | -- | -- |
| | 12/9/08 | NS | 9.99 | -- | -- | -- | -- | -- | -- |
| | 3/10/09 | NS | 9.69 | -- | -- | -- | -- | -- | -- |
| 6/23/09 | NS | 9.49 | -- | 185.9 | 18.7 | <0.5 | <0.5 | <0.5 | |
| 1/15/10 | NS | 10.06 | -- | 40.6 | 3.9 | <0.5 | <0.5 | <0.5 | |
| 7/29/10 | NS | 10.00 | -- | 32 | 3.6 | <2.0 | <2.0 | <5.0 | |

TABLE 2

**HISTORICAL GROUNDWATER ELEVATION AND ANALYTICAL DATA
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Sample Date | TOC Elevation | Depth to Water | Groundwater Elevation | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | VC |
|-----------------|-------------|---------------|----------------|-----------------------|----------|----------|-------------|---------------|------------|
| | | (feet) | (feet) | (feet, msl) | (ug/L) | (ug/L) | (ug/L) | (ug/L) | (ug/L) |
| CDPH MCL | | | | | 5 | 5 | 6 | 10 | 0.5 |
| EW-6 | 1/19/11 | NS | 0.00 | -- | -- | -- | -- | -- | -- |
| | 7/21/11 | NS | 9.99 | -- | -- | -- | -- | -- | -- |
| | 1/24/12 | NS | 10.08 | -- | -- | -- | -- | -- | -- |
| | 7/18/12 | NS | 10.21 | -- | -- | -- | -- | -- | -- |
| | 1/21/13 | NS | 10.21 | -- | -- | -- | -- | -- | -- |
| | 7/1/13 | NS | DW | -- | -- | -- | -- | -- | -- |
| | | | | | | | | | |

Notes:

<2.0 refers to not detected at or above the laboratory reporting limit.

J-flagged = estimated value for reporting values above the MDL and below the practical quantitation limit.

TOC refers to top of well casing.

msl refers to mean sea level.

ug/L refers to microgram per liter.

NS refers to the well not surveyed.

DW refers to dry well.

-- refers to no data obtained or groundwater sample not obtained due to insufficient well casing water volume.

CDPH MCL refers to California Department of Public Health Maximum Contaminant Level.

Bolded, shaded value refers to concentration exceeding the CDPH MCL.

PCE = tetrachloroethene.

TCE = trichloroethene.

cis-1,2-dichloroethene = cis-1,2-dichloroethene.

trans-1,2-dichloroethene = trans-1,2-dichloroethene.

VC = vinyl chloride.

TABLE 3

**WELL CONSTRUCTION DETAILS
FREMONT CLEANERS
690 N. VENTURA ROAD
OXNARD, CALIFORNIA**

| Well ID | Date Installed | Well and Borehole Diameters | Borehole Depth | Screen Interval | Screen Slot Size | Casing Elevation (ft) | Well Type | Casing Diameter | Casing Length |
|------------|----------------|-----------------------------|----------------|----------------------------|------------------|-----------------------|-----------------|-----------------|---------------|
| MW-1 | 10/23/2001 | 12" | 20 ft | 5 ft - 20 ft | 0.02" | 51.89 | Schedule 40 PVC | 4" | 20 ft |
| MW-2 | 10/23/2001 | 12" | 20 ft | 5 ft - 20 ft | 0.02" | 51.39 | Schedule 40 PVC | 4" | 20 ft |
| MW-3 | 10/23/2001 | 12" | 20 ft | 5 ft - 20 ft | 0.02" | 51.61 | Schedule 40 PVC | 4" | 20 ft |
| MW-4 | 10/23/2001 | 12" | 20 ft | 5 ft - 20 ft | 0.02" | 51.23 | Schedule 40 PVC | 4" | 20 ft |
| MW-5 | 5/9/2006 | 10" | 21 ft | 6 ft - 21 ft | 0.02" | 51.67 | Schedule 40 PVC | 4" | 21 ft |
| MW-6 | 5/9/2006 | 10" | 21 ft | 6 ft - 21 ft | 0.02" | 51.84 | Schedule 40 PVC | 4" | 21 ft |
| MW-7 | 5/9/2006 | 10" | 21 ft | 6 ft - 21 ft | 0.02" | 50.33 | Schedule 40 PVC | 4" | 21 ft |
| MW-8 | 7/6/2007 | 10" | 20 ft | 5 ft - 20 ft | 0.01" | 50.55 | Schedule 40 PVC | 4" | 20 ft |
| MW-9 | 10/25/2011 | 14" | 56.5 ft | 45 ft - 55 ft | 0.01" | 51.57 | Schedule 40 PVC | 2" | 55 ft |
| MW-10A | 6/27/2012 | 10" | 45 | 10 ft - 20 ft | 0.01" | 52.03 | Schedule 40 PVC | 2" | 20 ft |
| MW-10B | 6/27/2012 | 10" | 45 | 34 ft - 44 ft | 0.01" | 52.00 | Schedule 40 PVC | 2" | 44 ft |
| MW-11A | 6/28/2012 | 10" | 45 | 10 ft - 20 ft | 0.01" | 51.35 | Schedule 40 PVC | 2" | 20 ft |
| MW-11B | 6/28/2012 | 10" | 45 | 33 ft - 43 ft | 0.01" | 51.33 | Schedule 40 PVC | 2" | 44 ft |
| EW-1 | 9/8/2004 | 7" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 4" | 15 ft |
| EW-2 | 9/8/2004 | 7" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 4" | 15 ft |
| EW-3 | 9/8/2004 | 7" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 4" | 15 ft |
| EW-4 | 9/8/2004 | 4" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 2" | 15 ft |
| EW-5 | Sept. 2004* | 4" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 2" | 15 ft |
| EW-6 | Sept. 2004* | 4" | 15 ft | 5 ft - 15 ft | 0.01" | ---- | Schedule 40 PVC | 2" | 15 ft |
| AS-1/VES-1 | 5/13/2004 | 8" | 18 ft | 7 ft - 12 ft/16 ft - 18 ft | 0.02" | ---- | Schedule 40 PVC | 2.5" | 18 ft/12 ft |
| AS-2/VES-2 | 5/13/2004 | 8" | 12 ft | 5 ft - 15 ft | 0.02" | ---- | Schedule 40 PVC | 2" | 12 ft |

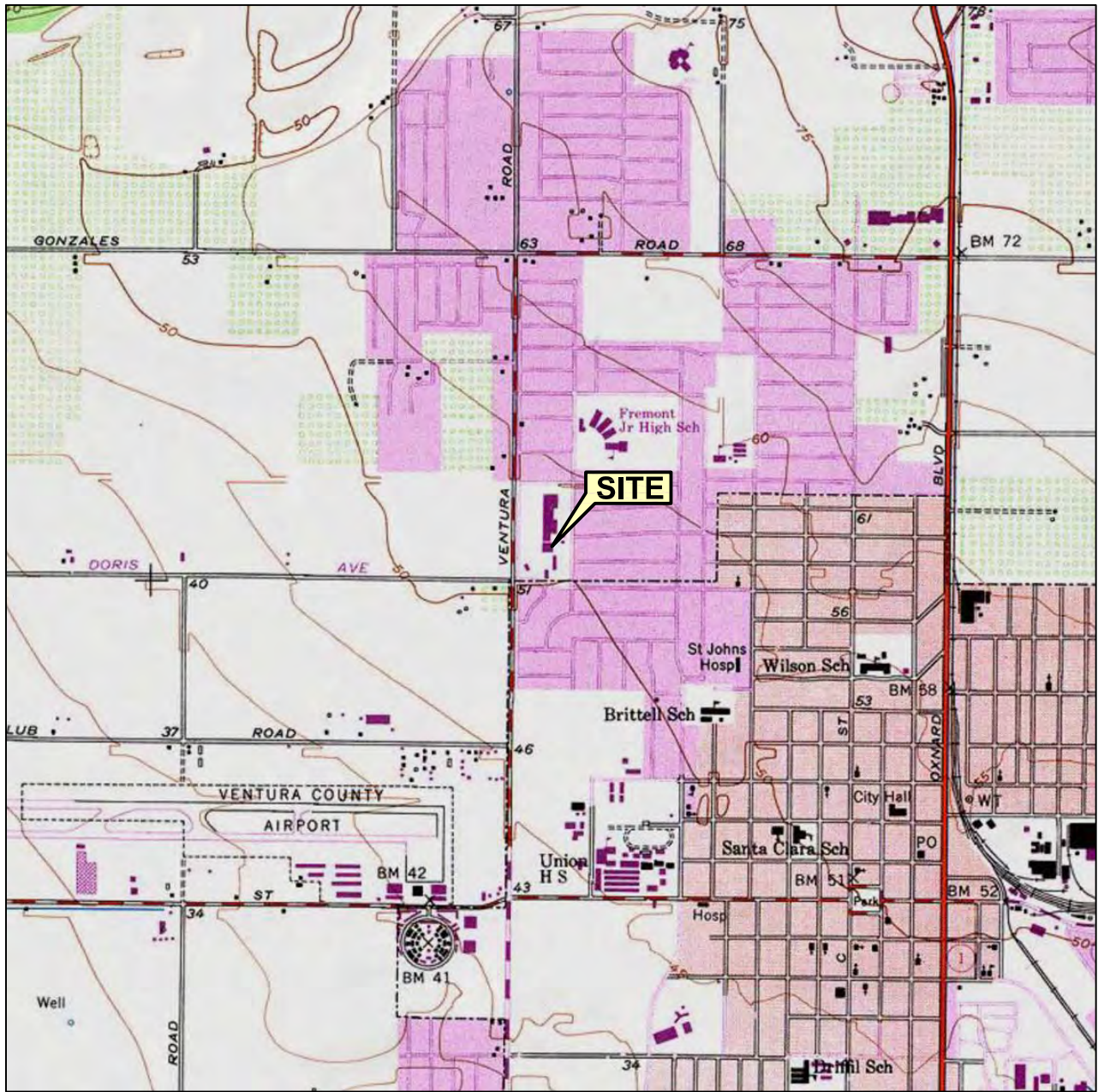
Notes:

* = Approximate time of installation.

ft = feet

---- = Not Surveyed

FIGURES



1 MILE 3/4 1/2 1/4 0 1 MILE



SCALE 1 : 24,000



SOURCE:
 UNITED STATES GEOLOGICAL SURVEY
 7.5 MINUTE TOPOGRAPHIC MAPS:
 OXNARD QUADRANGLE, CALIFORNIA

TURNER MACLANE, INC.
 ENVIRONMENTAL CONSULTING

VICINITY MAP

Fremont Cleaners
 690 North Ventura Road
 Oxnard, California

FIGURE 1

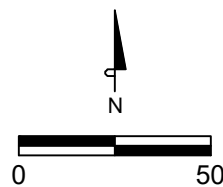


GROUNDWATER RESULTS (ug/L) - JULY 1, 2013

| Well ID | PCE | TCE | cis-1,2-DCE | trans-1,2-DCE | Vinyl Chloride |
|---------|------|------|-------------|---------------|----------------|
| MW-1 | 970 | 430 | 72 | <20 | <50 |
| MW-2 | 470 | 49 | <20 | <20 | <50 |
| MW-3 | 70 | 12 | 13 | <2.0 | <5.0 |
| MW-4 | 580 | 110 | 70 | <20 | <50 |
| MW-5 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-6 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-7 | 88 | 3.5 | <2.0 | <2.0 | <5.0 |
| MW-8 | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-9 | <2.0 | <2.0 | 130 | 3.1 | <5.0 |
| MW-10A | 430 | <20 | <20 | <20 | <50 |
| MW-10B | 17 | <2.0 | <2.0 | <2.0 | <5.0 |
| MW-11A | 250 | 17 | <8.0 | <8.0 | <20 |
| MW-11B | <2.0 | <2.0 | <2.0 | <2.0 | <5.0 |
| EW-1 | 200 | 35 | <10 | <10 | <25 |
| EW-2 | 230 | 99 | 22 | <2.0 | <5.0 |
| EW-3 | 63 | 6.2 | <2.0 | <2.0 | <5.0 |
| EW-4 | NS | NS | NS | NS | NS |
| EW-5 | DW | DW | DW | DW | DW |
| EW-6 | DW | DW | DW | DW | DW |

NOTES:
PCE = tetrachloroethene
TCE = trichloroethene
cis-1,2-DCE = cis-1,2-dichloroethene
trans-1,2-DCE = trans-1,2-dichloroethene.
DW = dry well; not sampled.
NS = not sampled

SOURCE: Google Earth Aerial Photo, September 2007.



LEGEND

Surveyed* Locations:

- MW-9 MONITORING WELL
- B-21 SOIL BORING
- CPT-3 CPT BORING

Approximate Locations:

- TM-5 HYDROPUNCH MULTI-DEPTH SAMPLING LOCATION
- MIP-5 MIP BORING LOCATION

NOTES:
* = Wells MW-1 through MW-7 and EW-1 through EW-5 were surveyed by Henry T. Soaper II, Land Surveyor, Inc., Fullerton, California, 2006. Wells MW-9, MW-10A/B, and MW-11A/B were surveyed by WM Surveys, Inc., Ventura, California, June 29, 2012.
** = No survey data available for MW-8; location is approximate.
***=Source site plans for these borings show different labels.

TURNER MACLANE, INC.
ENVIRONMENTAL CONSULTING

SITE PLAN WITH GROUNDWATER ANALYTICAL RESULTS
July 1, 2013

Fremont Cleaners
690 North Ventura Road
Oxnard, California



FIGURE 2



FILE NAME: L:\Turner\Madeline\Oxnard\Supplied\Fig_3_GW_July13.dwg | Layout Tab: 11x17

SOURCE: GOOGLE EARTH AERIAL PHOTO, SEPTEMBER 2007.

LEGEND

-  MONITORING WELL
- 39.20** GROUNDWATER ELEVATION (FT-MSL), JULY 1, 2013
-  GROUNDWATER ELEVATION CONTOUR LINE (FT-MSL)

NOTES:
 ft-msl = feet above mean sea level.
 * = Data point not used in contouring.



GROUNDWATER ELEVATION CONTOUR MAP
 July 1, 2013
 Fremont Cleaners
 690 North Ventura Road
 Oxnard, California

FIGURE 3



LEGEND

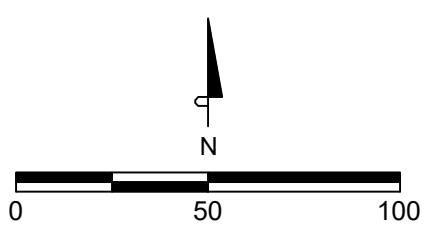
- Monitoring Well
- 620** Dissolved-phase Tetrachloroethene (PCE) Concentration (ug/L), July 1, 2013
- 10** Dissolved-phase Tetrachloroethene (PCE) Isoconcentration Contour Line (ug/L)

NOTES:
 ug/L = micrograms per liter.
 DW = dry well; not sampled.
 NS = not sampled.
 * = Data point not used in contouring.

TURNER MACLANE, INC.
 ENVIRONMENTAL CONSULTING

**DISSOLVED-PHASE
 TETRACHLOROETHENE (PCE)
 ISOCONCENTRATION CONTOUR MAP**
 July 1, 2013
 Fremont Cleaners
 690 North Ventura Road
 Oxnard, California

FIGURE 4



SOURCE: Google Earth Aerial Photo, September 2007.

FILE NAME: L:\TurnerMacLane\Oxnard\Supplied\Fig4_PCE_July13.dwg | Layout Tab: 11x17



FILE NAME: L:\Turner\Madeline\Oxnard\Supplied\Fig5_TCE_July13.dwg | Layout Tab: 11x17

SOURCE: GOOGLE EARTH AERIAL PHOTO, SEPTEMBER 2007.

TURNER MACLANE, INC.
 ENVIRONMENTAL CONSULTING

DISSOLVED-PHASE TRICHLOROETHENE (TCE) ISOCONCENTRATION CONTOUR MAP
 July 1, 2013

Fremont Cleaners
 690 North Ventura Road
 Oxnard, California

FIGURE 5



LEGEND

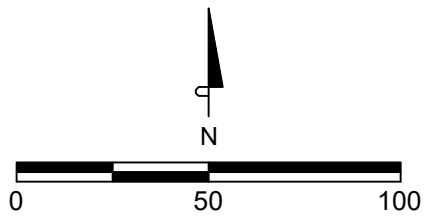
- Monitoring Well
- 62** Dissolved-phase cis-1,2-Dichloroethene (cis 1,2-DCE) Concentration (ug/L), July 1, 2013
- 10** Dissolved-phase cis-1,2-Dichloroethene (cis 1,2-DCE) Isoconcentration Contour Line (ug/L)

NOTES:
 ug/L = micrograms per liter.
 DW = dry well; not sampled.
 NS = not sampled.
 * = Data point not used in contouring.

TURNER MACLANE, INC.
 ENVIRONMENTAL CONSULTING

**DISSOLVED-PHASE
 cis-1,2-DICHLOROETHENE (cis 1,2-DCE)
 ISOCONCENTRATION CONTOUR MAP**
 July 1, 2013
 Fremont Cleaners
 690 North Ventura Road
 Oxnard, California

FIGURE 6



SOURCE: GOOGLE EARTH AERIAL PHOTO, SEPTEMBER 2007.

FILE NAME: L:\TurnerMacLane\Oxnard\Supplied\Fig6_cis 1,2 DCE_July13.dwg | Layout Tab: 11x17

APPENDIX A

WELL GAUGING AND GROUNDWATER SAMPLING LOGS

WELL GAUGING DATA

Project # 130701.BM1 Date 7-1-13 Client Turner MacLane

Site 690 N. Ventura Rd, Oxnard

| Well ID | Time | Well Size (in.) | Sheen / Odor | Depth to Immiscible Liquid (ft.) | Thickness of Immiscible Liquid (ft.) | Volume of Immiscibles Removed (ml) | Depth to water (ft.) | Depth to well bottom (ft.) | Survey Point: TOB or TOE | Notes |
|--------------|------|-----------------|--------------|----------------------------------|--------------------------------------|------------------------------------|-----------------------------------|--------------------------------------|--------------------------|-------|
| MW1 | 1135 | 4 | | | | | 13.08 | 19.72 | | |
| MW2 | 0945 | 4 | | | | | 12.19 | 19.50 | | |
| MW3 | 0819 | 4 | | | | | 12.30 | 19.75 | | |
| MW4 | 0958 | 4 | | | | | 12.28 | 19.16 | | |
| MW5 | 1030 | 4 | | | | | 13.40 | 20.40 | | |
| MW6 | 1013 | 4 | | | | | 14.12 | 20.39 | | |
| MW7 | 0800 | 4 | | | | | 10.78 | 20.30 | | |
| MW9 | 0915 | 2 | | | | | 25.79 | 54.88 | | |
| MW10A | 1113 | 2 | | | | | 13.09 | 19.89 | | |
| MW10B | 1123 | 2 | | | | | 26.01 | 44.18 | | |
| MW11A | 1044 | 2 | | | | | 12.42 | 25.45 ^{19.70} BN | | |
| MW11B | 1052 | 2 | | | | | 24.14 | 44.14 | | |
| EW1 | 0930 | 4 | | | | | 11.61 | 13.88 | | |
| EW2 | 0847 | 4 | | | | | 11.28 ^{11.72} | 12.08 | | |
| EW3 | 0833 | 4 | | | | | 11.39 | 14.51 | | |
| EW-6 EW-4 | 1216 | 2 | | | | | Dry | 10.28 | | |
| EW-5 | 1252 | 2 | | | | | Dry | 11.93 | ✓ | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|--|
| Project #: <i>B0701.1321</i> | Site: <i>690 Ventura Rd, Oxnard</i> |
| Sampler: <i>BW</i> | Water Quality Meter: <i>Myron L Ultramete.</i> |
| Sampling Method: Hydrasleeve | |

| Well I.D.: <i>MW8</i> | | Well Diameter: 2 3 <u>4</u> 6 8 ____ | | | | | |
|--|-------------|--------------------------------------|-------------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): <i>20.32</i> | | Depth to Water (DTW): <i>9.99</i> | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| <i>7-1-13</i> | <i>0745</i> | <i>76.9</i> | <i>7.45</i> | <i>3449</i> | <i>8</i> | | |
| Sample ID: <i>MW8</i> | | Analyzed for: <i>VOC'S</i> | | | Laboratory: <i>T.A.</i> | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: <i>Hydra sleeve reset at 15'</i> | | | | | | | |

| Well I.D.: <i>MW7</i> | | Well Diameter: 2 3 <u>4</u> 6 8 ____ | | | | | |
|---|-------------|--------------------------------------|-------------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): <i>20.30</i> | | Depth to Water (DTW): <i>10.78</i> | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| <i>7-1-13</i> | <i>0805</i> | <i>74.7</i> | <i>7.58</i> | <i>3071</i> | <i>7</i> | | |
| Sample ID: <i>MW7</i> | | Analyzed for: <i>VOC'S</i> | | | Laboratory: <i>T.A.</i> | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: <i>Hydra sleeve reset @ 15'</i> | | | | | | | |

| Well I.D.: <i>MW3</i> | | Well Diameter: 2 3 <u>4</u> 6 8 ____ | | | | | |
|--|-------------|--------------------------------------|-------------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): <i>19.75</i> | | Depth to Water (DTW): <i>12.30</i> | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| <i>7-1-13</i> <i>0825</i> | <i>0825</i> | <i>72.0</i> | <i>7.79</i> | <i>3053</i> | <i>13</i> | | |
| Sample ID: | | Analyzed for: <i>VOC'S</i> | | | Laboratory: <i>T.A.</i> | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: <i>Hydra sleeve reset at 16'</i> | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|---|
| Project #: 130701-BM1 | Site: 690 Ventura Rd, Orinda |
| Sampler: BW | Water Quality Meter: Myron L Ultrameter |
| Sampling Method: Hydrasleeve | |

| Well I.D.: EW3 | | Well Diameter: 2 3 4 6 8 ____ | | | | | |
|--|------|-------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 14.51 | | Depth to Water (DTW): 11.39 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 0835 | 70.8 | 7.19 | 2965 | 22 | | |
| Sample ID: EW3 | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydr sleeve level at 14' | | | | | | | |

| Well I.D.: FW2 | | Well Diameter: 2 3 (4) 6 8 ____ | | | | | |
|--|------|---|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 12.08 | | Depth to Water (DTW): 11.76 11.28 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 0850 | 71.6 | 7.06 | 2993 | 71000 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Insufficient H ₂ O to sample w/ Hydrasleeve. Well sampled w/ air bottle. Hydr sleeve level at 11' | | | | | | | |

| Well I.D.: MW9 | | Well Diameter: (2) 3 4 6 8 ____ | | | | | |
|---------------------------------------|------|---------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 54.88 | | Depth to Water (DTW): 25.79 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 0920 | 69.8 | 7.11 | 4972 | 6 | | |
| Sample ID: MW9 | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydr sleeve level @ 50' | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|---------------------------------------|
| Project #: 130701-BMI | Site: 690 Ventuira Rd, Orland |
| Sampler: Bv | Water Quality Meter: Mylon 6 diameter |
| Sampling Method: Hydrasleeve | |

| Well I.D.: EW1 | | Well Diameter: 2 3 (4) 6 8 | | | | | |
|--|------|-----------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 1388 | | Depth to Water (DTW): 11.61 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 0935 | 74.4 | 7.16 | 6048 | 279 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset @ 135' | | | | | | | |

| Well I.D.: MW2 | | Well Diameter: 2 3 (4) 6 8 | | | | | |
|---------------------------------------|------|-----------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 19.50 | | Depth to Water (DTW): 12.19 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 0950 | 71.0 | 7.49 | 2801 | 57 | | |
| Sample ID: MW2 | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset @ 16' | | | | | | | |

| Well I.D.: MW4 | | Well Diameter: 2 3 (4) 6 8 | | | | | |
|--|------|--|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 19.16 | | Depth to Water (DTW): 12.28 12.24 EW | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1003 | 71.5 | 7.27 | 2903 | 173 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset at 16' | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|---------------------------------------|
| Project #: 130701.13 ml | Site: 690 Ventura Rd, Oxford |
| Sampler: Bw | Water Quality Meter: My109 Ultrameter |
| Sampling Method: Hydrasleeve | |

| Well I.D.: mw6 | | Well Diameter: 2 3 (4) 6 8 | | | | | |
|--|------|-----------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 20.39 | | Depth to Water (DTW): 14.12 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 2-11-13 | 1018 | 72.6 | 7.05 | 2983 | 32 | | |
| Sample ID: | | Analyzed for: vol's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset at 17' | | | | | | | |

| Well I.D.: mw5 | | Well Diameter: 2 3 (4) 6 8 | | | | | |
|--|------|-----------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 20.40 | | Depth to Water (DTW): 13.40 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1035 | 73.3 | 7.04 | 3185 | 24 | | |
| Sample ID: mw5 | | Analyzed for: vol's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: reset Hydrasleeve at 17' | | | | | | | |

| Well I.D.: MW-11A | | Well Diameter: (2) 3 4 6 8 | | | | | |
|--|------|-----------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 19.70 | | Depth to Water (DTW): 12.42 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1049 | 75.2 | 6.87 | 3599 | 317 | | |
| Sample ID: | | Analyzed for: vol's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset at 16' | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|---|
| Project #: 130701-B-1 | Site: 690 Ventura Rd |
| Sampler: B-2 | Water Quality Meter: Myron L ultrameter |
| Sampling Method: Hydrasleeve | |

| Well I.D.: MW11B | | Well Diameter: (2) 3 4 6 8 ____ | | | | | |
|---------------------------------------|------|---------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 44.14 | | Depth to Water (DTW): 24.14 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7.1.13 | 1057 | 74.1 | 6.78 | 4589 | 92 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset @ 38' | | | | | | | |

| Well I.D.: MW10A | | Well Diameter: (2) 3 4 6 8 ____ | | | | | |
|--|------|---------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 19.89 | | Depth to Water (DTW): 13.09 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7.1.13 | 1118 | 73.9 | 7.03 | 4031 | 7 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: reset hydrasleeve at 17' | | | | | | | |

| Well I.D.: MW10B | | Well Diameter: (2) 3 4 6 8 ____ | | | | | |
|---------------------------------------|------|---------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 44.18 | | Depth to Water (DTW): 26.01 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7.1.13 | 1128 | 72.4 | 6.83 | 4559 | 114 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset @ 39' | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|------------------------------|--|
| Project #: 130701-BM | Site: 690 Ventana Rd, Oxnard |
| Sampler: B2 | Water Quality Meter: Myron L Ultra meter |
| Sampling Method: Hydrasleeve | |

| Well I.D.: MW1 | | Well Diameter: 2 3 (4) 6 8 _____ | | | | | |
|---------------------------------------|------|----------------------------------|------|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 19.72 | | Depth to Water (DTW): 13.08 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1140 | 72.2 | 7.08 | 3548 | 10 | | |
| Sample ID: | | Analyzed for: VOC's | | | Laboratory: T.A. | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: Hydrasleeve reset after | | | | | | | |

| Well I.D.: Fw6 | | Well Diameter: (2) 3 4 6 8 _____ | | | | | |
|--|------|----------------------------------|----|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 10.28 | | Depth to Water (DTW): Dry | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1226 | | | | | | |
| Sample ID: | | Analyzed for: | | | Laboratory: . | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: well was dry no sample taken | | | | | | | |

| Well I.D.: Fw4 | | Well Diameter: (2) 3 4 6 8 _____ | | | | | |
|---|------|----------------------------------|----|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): 12.48 | | Depth to Water (DTW): 12.89 | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| 7-1-13 | 1239 | | | | | | |
| Sample ID: | | Analyzed for: | | | Laboratory: | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: -Insufficient H ₂ O to purge of sample | | | | | | | |

HYDRASLEEVE SAMPLING DATA SHEET

| | |
|-------------------------------------|--|
| Project #: <u>130701B~1</u> | Site: <u>690 Ventura Rd, OXNARD</u> |
| Sampler: <u>B~</u> | Water Quality Meter: <u>my 101 L ultramete</u> |
| Sampling Method: <u>Hydrasleeve</u> | |

| Well I.D.: <u>EWS</u> | | Well Diameter: <u>2</u> 3 4 6 8 ____ | | | | | |
|--|-------------|--------------------------------------|----|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): <u>11.93</u> | | Depth to Water (DTW): <u>Dry</u> | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| <u>7-1-13</u> | <u>1252</u> | | | | | | |
| Sample ID: | | Analyzed for: | | | Laboratory: | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: <u>- well was Dry no samples taken</u> | | | | | | | |

| Well I.D.: | | Well Diameter: 2 3 4 6 8 ____ | | | | | |
|------------------------|------|-------------------------------|----|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): | | Depth to Water (DTW): | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| | | | | | | | |
| Sample ID: | | Analyzed for: | | | Laboratory: | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: | | | | | | | |

| Well I.D.: | | Well Diameter: 2 3 4 6 8 ____ | | | | | |
|------------------------|------|-------------------------------|----|------------------|------------------------------|-------------|----------|
| Total Well Depth (TD): | | Depth to Water (DTW): | | | Depth to top of Hydrasleeve: | | |
| Date | Time | Temp (°F or °C) | pH | Cond. (mS or µS) | Turbidity (NTUs) | D.O. (mg/L) | ORP (mV) |
| | | | | | | | |
| Sample ID: | | Analyzed for: | | | Laboratory: | | |
| QA/QC (Sample ID): | | | | | | | |
| Observations: | | | | | | | |

BLAINE
 TECH SERVICES, INC.
 1680 ROGERS AVENUE
 SAN JOSE, CALIFORNIA 95112-1105
 FAX (408) 573-7771
 PHONE (408) 573-0555

LAB: Test America
 DHS #

CONDUCT ANALYSIS TO DETECT

CHAIN OF
 CLIENT Turner Maclane Inc.
 SITE Fremont Cleaners
 690 N. Ventura Road
 Oxnard, CA




Invoice and Report to:
 Timothy G. Bodkin, P.G., C.E.G.
 tgbodkin@comcast.net
 P.O. Box 962
 Montara, CA 94037

ADD'L INFORMATION STATUS CONDITION LAB SAMPLE #

C = COMPOSITE ALL CONTAINERS

| SAMPLE I.D. | DATE | TIME | MATRIX | CONTAINERS | |
|------------------|-------------------|-----------------|--------------|--------------|--------------|
| | | | | NO OF | TOTAL |
| iB1 | 7-1-13 | 0700 | W | 2 | 2 |
| MW.1 | | 1140 | W | 3 | 3 |
| Ftob6 | 7-1-13 | 1216 | W | 3 | 3 |
| MW.8 | | 0745 | W | 3 | 3 |
| MW.7 | | 0805 | W | 3 | 3 |
| MW.3 | | 0825 | W | 3 | 3 |
| MW.6 | | 1018 | W | 3 | 3 |
| MW.5 | | 0835 | W | 3 | 3 |
| MW.11A | | 1049 | W | 3 | 3 |
| MW.11B | | 1057 | W | 3 | 3 |

| RESULTS NEEDED NO LATER THAN: | Standard | DATE | TIME |
|----------------------------------|----------|--------|------|
| | | 7-1-13 | 1530 |
| | | 7-1-13 | 1700 |
| | | 7-1-13 | |

SAMPLING COMPLETED 7-1-13 1400
 RELEASED BY  Ben Steveny
 DATE 7-1-13 TIME 1530
 RELEASED BY  Nicole
 DATE 7-1-13 TIME 1700
 RELEASED BY  Nicole
 DATE 7-1-13 TIME 1700
 SHIPPED VIA

Page 1 of 2

WELLHEAD INSPECTION CHECKLIST

Client Turapi MacLare Date 7.1.13

Site Address 890 N. Ventura Rd, Oxnard

Job Number 130701-R-1 Technician BN

| Well ID | Well Inspected - No Corrective Action Required | WELL IS SECURABLE BY DESIGN (12" or less) | WELL IS CLEARLY MARKED WITH THE WORDS "MONITORING WELL" (12" or less) | Water Bailed From Wellbox | Wellbox Components Cleaned | Cap Replaced | Lock Replaced | Other Action Taken (explain below) | Well Not Inspected (explain below) | Repair Order Submitted |
|---------|--|---|---|---------------------------|----------------------------|--------------|---------------|------------------------------------|------------------------------------|------------------------|
| MW1 | ✓ | ✓ | ✓ | | | | | | | |
| MW2 | | | | | | | | | | ✓ |
| MW3 | ✓ | ✓ | ✓ | | | | | | | |
| MW4 | | ✓ | ✓ | | | | | | | ✓ |
| MW5 | ✓ | ✓ | ✓ | | | | | | | |
| MW6 | ✓ | ✓ | ✓ | | | | | | | |
| MW7 | ✓ | ✓ | ✓ | | | | | | | |
| MW8 | ✓ | ✓ | ✓ | | | | | | | |
| MW9 | ✓ | ✓ | ✓ | | | | | | | |
| MW10A | ✓ | ✓ | ✓ | | | | | | | |
| MW10B | ✓ | ✓ | ✓ | | | | | | | |
| MW11A | ✓ | ✓ | ✓ | | | | | | | |
| MW11B | ✓ | ✓ | ✓ | | | | | | | |
| EW1 | ✓ | ✓ | ✓ | | | | | | | |
| EW2 | ✓ | ✓ | ✓ | | | | | | | |
| EW3 | ✓ | ✓ | ✓ | | | | | | | |
| EW4 | | | | | | | | | | ✓ |

NOTES: MW1: no lid, Extraction system in well box prevents lid closure
MW4: lot of tabs stripped
EW4, EW5: no lid remediation system in well



APPENDIX B

CHAIN-OF-CUSTODY DOCUMENTATION AND CERTIFIED ANALYTICAL REPORT

TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

ANALYTICAL REPORT

TestAmerica Laboratories, Inc.

TestAmerica Irvine

17461 Derian Ave

Suite 100

Irvine, CA 92614-5817

Tel: (949)261-1022

TestAmerica Job ID: 440-50508-1

Client Project/Site: Fremont Dry Cleaners

For:

Turner Maclane Inc.

3511 La Mesa Drive

Hayward, California 94542

Attn: Dwight Hoenig



Authorized for release by:

7/9/2013 5:49:57 PM

Sushmitha Reddy, Project Manager I

sushmitha.reddy@testamericainc.com

Designee for

Philip Sanelle, Project Manager I

philip.sanelle@testamericainc.com

LINKS

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results through

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This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

Results relate only to the items tested and the sample(s) as received by the laboratory.

1

2

3

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Sample Summary

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

| Lab Sample ID | Client Sample ID | Matrix | Collected | Received |
|---------------|------------------|--------|----------------|----------------|
| 440-50508-1 | TB1 | Water | 07/01/13 07:00 | 07/01/13 18:25 |
| 440-50508-2 | MW1 | Water | 07/01/13 11:40 | 07/01/13 18:25 |
| 440-50508-3 | MW8 | Water | 07/01/13 07:45 | 07/01/13 18:25 |
| 440-50508-4 | MW7 | Water | 07/01/13 08:05 | 07/01/13 18:25 |
| 440-50508-5 | MW3 | Water | 07/01/13 08:25 | 07/01/13 18:25 |
| 440-50508-6 | MW6 | Water | 07/01/13 10:18 | 07/01/13 18:25 |
| 440-50508-7 | MW5 | Water | 07/01/13 10:35 | 07/01/13 18:25 |
| 440-50508-8 | MW11A | Water | 07/01/13 10:49 | 07/01/13 18:25 |
| 440-50508-9 | MW11B | Water | 07/01/13 10:57 | 07/01/13 18:25 |
| 440-50508-10 | MW10A | Water | 07/01/13 11:18 | 07/01/13 18:25 |
| 440-50508-11 | MW10B | Water | 07/01/13 11:28 | 07/01/13 18:25 |
| 440-50508-12 | EW3 | Water | 07/01/13 08:35 | 07/01/13 18:25 |
| 440-50508-13 | EW2 | Water | 07/01/13 08:50 | 07/01/13 18:25 |
| 440-50508-14 | MW9 | Water | 07/01/13 09:20 | 07/01/13 18:25 |
| 440-50508-15 | EW1 | Water | 07/01/13 09:35 | 07/01/13 18:25 |
| 440-50508-16 | MW2 | Water | 07/01/13 09:50 | 07/01/13 18:25 |
| 440-50508-17 | MW4 | Water | 07/01/13 10:03 | 07/01/13 18:25 |

Case Narrative

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Job ID: 440-50508-1

Laboratory: TestAmerica Irvine

Narrative

**Job Narrative
440-50508-1**

Comments

No additional comments.

Receipt

The samples were received on 7/1/2013 6:25 PM; the samples arrived in good condition, properly preserved and, where required, on ice. The temperature of the cooler at receipt was 4.9° C.

GC/MS VOA

Method(s) 8260B: The matrix spike (MS) recoveries for batch 115407 were outside control limits for chlorobromomethane. The associated laboratory control sample (LCS) recovery met acceptance criteria.

Method(s) 8260B: The continuing calibration verification (CCV) for bromomethane associated with batch 115407 recovered above the upper control limit. The samples associated with this CCV were non-detects for the affected analytes; therefore, the data have been reported.

Method(s) 8260B: The matrix spike duplicate (MSD) recovery for batch 115313 were outside control limits for Bromoform. The associated laboratory control sample (LCS) recovery met acceptance criteria.

No other analytical or quality issues were noted.

VOA Prep

No analytical or quality issues were noted.



Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: TB1

Lab Sample ID: 440-50508-1

Date Collected: 07/01/13 07:00

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: TB1

Lab Sample ID: 440-50508-1

Date Collected: 07/01/13 07:00

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|------------------------------------|------------------|------------------|---------------|-----|------|---|-----------------|-----------------|----------------|
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:31 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| <i>Toluene-d8 (Surr)</i> | 114 | | 80 - 120 | | | | | 07/03/13 02:31 | 1 |
| <i>4-Bromofluorobenzene (Surr)</i> | 105 | | 80 - 120 | | | | | 07/03/13 02:31 | 1 |
| <i>Dibromofluoromethane (Surr)</i> | 119 | | 80 - 120 | | | | | 07/03/13 02:31 | 1 |

Client Sample ID: MW1

Lab Sample ID: 440-50508-2

Date Collected: 07/01/13 11:40

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1,1-Trichloroethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1,2,2-Tetrachloroethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1,2-Trichloroethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1-Dichloroethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1-Dichloroethene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,1-Dichloropropene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2,3-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2,3-Trichloropropane | ND | | 100 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2,4-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2,4-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2-Dibromo-3-Chloropropane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2-Dichloroethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,3,5-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,3-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,3-Dichloropropane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,4-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 2,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| 2-Chlorotoluene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 4-Chlorotoluene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Benzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Bromobenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Bromoform | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Bromomethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Carbon tetrachloride | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Chlorobenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW1

Lab Sample ID: 440-50508-2

Date Collected: 07/01/13 11:40

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-------------------------------|------------|-----------|----|-----|------|---|----------|----------------|---------|
| Chloroethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Chloroform | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Chloromethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| cis-1,2-Dichloroethene | 72 | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| cis-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Dibromomethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Dichlorodifluoromethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Ethylbenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Hexachlorobutadiene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Isopropylbenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| m,p-Xylene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Methylene Chloride | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Naphthalene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| n-Butylbenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| N-Propylbenzene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| o-Xylene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| sec-Butylbenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Styrene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| tert-Butylbenzene | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Tetrachloroethene | 970 | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Toluene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| trans-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| trans-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Trichloroethene | 430 | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Trichlorofluoromethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Vinyl chloride | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| 1,2-Dibromoethane (EDB) | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Bromochloromethane | ND | | 50 | | ug/L | | | 07/03/13 20:58 | 10 |
| Bromodichloromethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| Dibromochloromethane | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |
| p-Isopropyltoluene | ND | | 20 | | ug/L | | | 07/03/13 20:58 | 10 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 105 | | 80 - 120 | | 07/03/13 20:58 | 10 |
| 4-Bromofluorobenzene (Surr) | 109 | | 80 - 120 | | 07/03/13 20:58 | 10 |
| Dibromofluoromethane (Surr) | 118 | | 80 - 120 | | 07/03/13 20:58 | 10 |

Client Sample ID: MW8

Lab Sample ID: 440-50508-3

Date Collected: 07/01/13 07:45

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW8

Lab Sample ID: 440-50508-3

Date Collected: 07/01/13 07:45

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 13:54 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW8

Lab Sample ID: 440-50508-3

Date Collected: 07/01/13 07:45

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|-----|------|---|----------|----------------|---------|
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 13:54 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| Toluene-d8 (Surr) | 110 | | 80 - 120 | | | | | 07/03/13 13:54 | 1 |
| 4-Bromofluorobenzene (Surr) | 97 | | 80 - 120 | | | | | 07/03/13 13:54 | 1 |
| Dibromofluoromethane (Surr) | 115 | | 80 - 120 | | | | | 07/03/13 13:54 | 1 |

Client Sample ID: MW7

Lab Sample ID: 440-50508-4

Date Collected: 07/01/13 08:05

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW7

Lab Sample ID: 440-50508-4

Date Collected: 07/01/13 08:05

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Tetrachloroethene | 88 | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Trichloroethene | 3.5 | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:58 | 1 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 107 | | 80 - 120 | | 07/03/13 03:58 | 1 |
| 4-Bromofluorobenzene (Surr) | 97 | | 80 - 120 | | 07/03/13 03:58 | 1 |
| Dibromofluoromethane (Surr) | 110 | | 80 - 120 | | 07/03/13 03:58 | 1 |

Client Sample ID: MW3

Lab Sample ID: 440-50508-5

Date Collected: 07/01/13 08:25

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW3

Lab Sample ID: 440-50508-5

Date Collected: 07/01/13 08:25

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-------------------------------|-----------|-----------|----------|-----|------|---|----------|----------------|---------|
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| cis-1,2-Dichloroethene | 13 | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Tetrachloroethene | 70 | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Trichloroethene | 12 | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 04:27 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| Toluene-d8 (Surr) | 109 | | 80 - 120 | | | | | 07/03/13 04:27 | 1 |
| 4-Bromofluorobenzene (Surr) | 97 | | 80 - 120 | | | | | 07/03/13 04:27 | 1 |
| Dibromofluoromethane (Surr) | 112 | | 80 - 120 | | | | | 07/03/13 04:27 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW6

Lab Sample ID: 440-50508-6

Date Collected: 07/01/13 10:18

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW6

Lab Sample ID: 440-50508-6

Date Collected: 07/01/13 10:18

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|------------------------------------|------------------|------------------|---------------|-----|------|---|-----------------|-----------------|----------------|
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 04:56 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| <i>Toluene-d8 (Surr)</i> | 111 | | 80 - 120 | | | | | 07/03/13 04:56 | 1 |
| <i>4-Bromofluorobenzene (Surr)</i> | 99 | | 80 - 120 | | | | | 07/03/13 04:56 | 1 |
| <i>Dibromofluoromethane (Surr)</i> | 117 | | 80 - 120 | | | | | 07/03/13 04:56 | 1 |

Client Sample ID: MW5

Lab Sample ID: 440-50508-7

Date Collected: 07/01/13 10:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW5

Lab Sample ID: 440-50508-7

Date Collected: 07/01/13 10:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:03 | 1 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 110 | | 80 - 120 | | 07/03/13 02:03 | 1 |
| 4-Bromofluorobenzene (Surr) | 99 | | 80 - 120 | | 07/03/13 02:03 | 1 |
| Dibromofluoromethane (Surr) | 115 | | 80 - 120 | | 07/03/13 02:03 | 1 |

Client Sample ID: MW11A

Lab Sample ID: 440-50508-8

Date Collected: 07/01/13 10:49

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1,1-Trichloroethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1,2,2-Tetrachloroethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1,2-Trichloroethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1-Dichloroethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,1-Dichloropropene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW11A

Lab Sample ID: 440-50508-8

Date Collected: 07/01/13 10:49

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,2,3-Trichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2,3-Trichloropropane | ND | | 40 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2,4-Trichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2,4-Trimethylbenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2-Dibromo-3-Chloropropane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2-Dichlorobenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2-Dichloroethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2-Dichloropropane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,3,5-Trimethylbenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,3-Dichlorobenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,3-Dichloropropane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,4-Dichlorobenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 2,2-Dichloropropane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| 2-Chlorotoluene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 4-Chlorotoluene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Benzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Bromobenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Bromoform | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Bromomethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Carbon tetrachloride | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Chlorobenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Chloroethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Chloroform | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Chloromethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| cis-1,2-Dichloroethene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| cis-1,3-Dichloropropene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Dibromomethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Dichlorodifluoromethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Ethylbenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Hexachlorobutadiene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Isopropylbenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| m,p-Xylene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Methylene Chloride | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Naphthalene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| n-Butylbenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| N-Propylbenzene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| o-Xylene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| sec-Butylbenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Styrene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| tert-Butylbenzene | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Tetrachloroethene | 250 | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Toluene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| trans-1,2-Dichloroethene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| trans-1,3-Dichloropropene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Trichloroethene | 17 | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Trichlorofluoromethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| Vinyl chloride | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |
| 1,2-Dibromoethane (EDB) | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Bromochloromethane | ND | | 20 | | ug/L | | | 07/04/13 06:50 | 4 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW11A

Lab Sample ID: 440-50508-8

Date Collected: 07/01/13 10:49

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|-----|------|---|----------|----------------|---------|
| Bromodichloromethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Dibromochloromethane | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| p-Isopropyltoluene | ND | | 8.0 | | ug/L | | | 07/04/13 06:50 | 4 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| Toluene-d8 (Surr) | 111 | | 80 - 120 | | | | | 07/04/13 06:50 | 4 |
| 4-Bromofluorobenzene (Surr) | 99 | | 80 - 120 | | | | | 07/04/13 06:50 | 4 |
| Dibromofluoromethane (Surr) | 111 | | 80 - 120 | | | | | 07/04/13 06:50 | 4 |

Client Sample ID: MW11B

Lab Sample ID: 440-50508-9

Date Collected: 07/01/13 10:57

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW11B

Lab Sample ID: 440-50508-9

Date Collected: 07/01/13 10:57

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/04/13 06:22 | 1 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 109 | | 80 - 120 | | 07/04/13 06:22 | 1 |
| 4-Bromofluorobenzene (Surr) | 100 | | 80 - 120 | | 07/04/13 06:22 | 1 |
| Dibromofluoromethane (Surr) | 107 | | 80 - 120 | | 07/04/13 06:22 | 1 |

Client Sample ID: MW10A

Lab Sample ID: 440-50508-10

Date Collected: 07/01/13 11:18

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1,1-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1,2,2-Tetrachloroethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1,2-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1-Dichloroethene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,1-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2,3-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2,3-Trichloropropane | ND | | 100 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2,4-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2,4-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2-Dibromo-3-Chloropropane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW10A

Lab Sample ID: 440-50508-10

Date Collected: 07/01/13 11:18

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|------------|-----------|----|-----|------|---|----------|----------------|---------|
| 1,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,3,5-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,3-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,3-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,4-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 2,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| 2-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 4-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Benzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Bromobenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Bromoform | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Bromomethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Carbon tetrachloride | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Chlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Chloroethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Chloroform | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Chloromethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| cis-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| cis-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Dibromomethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Dichlorodifluoromethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Ethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Hexachlorobutadiene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Isopropylbenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| m,p-Xylene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Methylene Chloride | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Naphthalene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| n-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| N-Propylbenzene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| o-Xylene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| sec-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Styrene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| tert-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Tetrachloroethene | 430 | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Toluene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| trans-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| trans-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Trichloroethene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Trichlorofluoromethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Vinyl chloride | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| 1,2-Dibromoethane (EDB) | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Bromochloromethane | ND | | 50 | | ug/L | | | 07/04/13 05:53 | 10 |
| Bromodichloromethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| Dibromochloromethane | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |
| p-Isopropyltoluene | ND | | 20 | | ug/L | | | 07/04/13 05:53 | 10 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 107 | | 80 - 120 | | 07/04/13 05:53 | 10 |
| 4-Bromofluorobenzene (Surr) | 97 | | 80 - 120 | | 07/04/13 05:53 | 10 |
| Dibromofluoromethane (Surr) | 101 | | 80 - 120 | | 07/04/13 05:53 | 10 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW10B

Lab Sample ID: 440-50508-11

Date Collected: 07/01/13 11:28

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Tetrachloroethene | 17 | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW10B

Lab Sample ID: 440-50508-11

Date Collected: 07/01/13 11:28

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|------------------------------------|------------------|------------------|---------------|-----|------|---|-----------------|-----------------|----------------|
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/04/13 05:25 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| <i>Toluene-d8 (Surr)</i> | 110 | | 80 - 120 | | | | | 07/04/13 05:25 | 1 |
| <i>4-Bromofluorobenzene (Surr)</i> | 98 | | 80 - 120 | | | | | 07/04/13 05:25 | 1 |
| <i>Dibromofluoromethane (Surr)</i> | 102 | | 80 - 120 | | | | | 07/04/13 05:25 | 1 |

Client Sample ID: EW3

Lab Sample ID: 440-50508-12

Date Collected: 07/01/13 08:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: EW3

Lab Sample ID: 440-50508-12

Date Collected: 07/01/13 08:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Tetrachloroethene | 63 | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Trichloroethene | 6.2 | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 02:33 | 1 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 109 | | 80 - 120 | | 07/03/13 02:33 | 1 |
| 4-Bromofluorobenzene (Surr) | 98 | | 80 - 120 | | 07/03/13 02:33 | 1 |
| Dibromofluoromethane (Surr) | 115 | | 80 - 120 | | 07/03/13 02:33 | 1 |

Client Sample ID: EW2

Lab Sample ID: 440-50508-13

Date Collected: 07/01/13 08:50

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: EW2

Lab Sample ID: 440-50508-13

Date Collected: 07/01/13 08:50

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-------------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| cis-1,2-Dichloroethene | 22 | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Tetrachloroethene | 230 | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Trichloroethene | 99 | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:02 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: EW2

Lab Sample ID: 440-50508-13

Date Collected: 07/01/13 08:50

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|-----|------|---|----------|----------------|---------|
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:02 | 1 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| Toluene-d8 (Surr) | 113 | | 80 - 120 | | | | | 07/03/13 03:02 | 1 |
| 4-Bromofluorobenzene (Surr) | 99 | | 80 - 120 | | | | | 07/03/13 03:02 | 1 |
| Dibromofluoromethane (Surr) | 120 | | 80 - 120 | | | | | 07/03/13 03:02 | 1 |

Client Sample ID: MW9

Lab Sample ID: 440-50508-14

Date Collected: 07/01/13 09:20

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-------------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| cis-1,2-Dichloroethene | 130 | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW9

Lab Sample ID: 440-50508-14

Date Collected: 07/01/13 09:20

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| trans-1,2-Dichloroethene | 3.1 | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 03:32 | 1 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 110 | | 80 - 120 | | 07/03/13 03:32 | 1 |
| 4-Bromofluorobenzene (Surr) | 99 | | 80 - 120 | | 07/03/13 03:32 | 1 |
| Dibromofluoromethane (Surr) | 113 | | 80 - 120 | | 07/03/13 03:32 | 1 |

Client Sample ID: EW1

Lab Sample ID: 440-50508-15

Date Collected: 07/01/13 09:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1,1-Trichloroethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1,2,2-Tetrachloroethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1,2-Trichloroethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1-Dichloroethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1-Dichloroethene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,1-Dichloropropene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2,3-Trichlorobenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2,3-Trichloropropane | ND | | 50 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2,4-Trichlorobenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2,4-Trimethylbenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2-Dichlorobenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2-Dichloroethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: EW1

Lab Sample ID: 440-50508-15

Date Collected: 07/01/13 09:35

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|------------|-----------|----------|-----|------|---|----------|----------------|---------|
| 1,2-Dichloropropane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,3,5-Trimethylbenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,3-Dichlorobenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,3-Dichloropropane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,4-Dichlorobenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 2,2-Dichloropropane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| 2-Chlorotoluene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 4-Chlorotoluene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Benzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Bromobenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Bromoform | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Bromomethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Carbon tetrachloride | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Chlorobenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Chloroethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Chloroform | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Chloromethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| cis-1,2-Dichloroethene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| cis-1,3-Dichloropropene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Dibromomethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Dichlorodifluoromethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Ethylbenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Hexachlorobutadiene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Isopropylbenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| m,p-Xylene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Methylene Chloride | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Naphthalene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| n-Butylbenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| N-Propylbenzene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| o-Xylene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| sec-Butylbenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Styrene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| tert-Butylbenzene | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Tetrachloroethene | 200 | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Toluene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| trans-1,2-Dichloroethene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| trans-1,3-Dichloropropene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Trichloroethene | 35 | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Trichlorofluoromethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Vinyl chloride | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| 1,2-Dibromoethane (EDB) | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Bromochloromethane | ND | | 25 | | ug/L | | | 07/03/13 21:28 | 5 |
| Bromodichloromethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Dibromochloromethane | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| p-Isopropyltoluene | ND | | 10 | | ug/L | | | 07/03/13 21:28 | 5 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| Toluene-d8 (Surr) | 104 | | 80 - 120 | | | | | 07/03/13 21:28 | 5 |
| 4-Bromofluorobenzene (Surr) | 111 | | 80 - 120 | | | | | 07/03/13 21:28 | 5 |
| Dibromofluoromethane (Surr) | 113 | | 80 - 120 | | | | | 07/03/13 21:28 | 5 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW2

Lab Sample ID: 440-50508-16

Date Collected: 07/01/13 09:50

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|------------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1,1-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1,2,2-Tetrachloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1,2-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1-Dichloroethene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,1-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2,3-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2,3-Trichloropropane | ND | | 100 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2,4-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2,4-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2-Dibromo-3-Chloropropane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,3,5-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,3-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,3-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,4-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 2,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| 2-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 4-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Benzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Bromobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Bromoform | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Bromomethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Carbon tetrachloride | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Chlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Chloroethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Chloroform | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Chloromethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| cis-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| cis-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Dibromomethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Dichlorodifluoromethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Ethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Hexachlorobutadiene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Isopropylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| m,p-Xylene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Methylene Chloride | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Naphthalene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| n-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| N-Propylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| o-Xylene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| sec-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Styrene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| tert-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Tetrachloroethene | 470 | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Toluene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW2

Lab Sample ID: 440-50508-16

Date Collected: 07/01/13 09:50

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|------------------------------------|------------------|------------------|---------------|-----|------|---|-----------------|-----------------|----------------|
| trans-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| trans-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Trichloroethene | 49 | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Trichlorofluoromethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Vinyl chloride | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| 1,2-Dibromoethane (EDB) | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Bromochloromethane | ND | | 50 | | ug/L | | | 07/04/13 07:18 | 10 |
| Bromodichloromethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Dibromochloromethane | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| p-Isopropyltoluene | ND | | 20 | | ug/L | | | 07/04/13 07:18 | 10 |
| Surrogate | %Recovery | Qualifier | Limits | | | | Prepared | Analyzed | Dil Fac |
| <i>Toluene-d8 (Surr)</i> | 112 | | 80 - 120 | | | | | 07/04/13 07:18 | 10 |
| <i>4-Bromofluorobenzene (Surr)</i> | 100 | | 80 - 120 | | | | | 07/04/13 07:18 | 10 |
| <i>Dibromofluoromethane (Surr)</i> | 107 | | 80 - 120 | | | | | 07/04/13 07:18 | 10 |

Client Sample ID: MW4

Lab Sample ID: 440-50508-17

Date Collected: 07/01/13 10:03

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1,1-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1,2,2-Tetrachloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1,2-Trichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1-Dichloroethene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,1-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2,3-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2,3-Trichloropropane | ND | | 100 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2,4-Trichlorobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2,4-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2-Dibromo-3-Chloropropane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2-Dichloroethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,3,5-Trimethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,3-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,3-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,4-Dichlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 2,2-Dichloropropane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| 2-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 4-Chlorotoluene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Benzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Bromobenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Bromoform | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Bromomethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Carbon tetrachloride | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Chlorobenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |

TestAmerica Irvine

Client Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW4

Lab Sample ID: 440-50508-17

Date Collected: 07/01/13 10:03

Matrix: Water

Date Received: 07/01/13 18:25

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

| Analyte | Result | Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-------------------------------|------------|-----------|----|-----|------|---|----------|----------------|---------|
| Chloroethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Chloroform | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Chloromethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| cis-1,2-Dichloroethene | 70 | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| cis-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Dibromomethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Dichlorodifluoromethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Ethylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Hexachlorobutadiene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Isopropylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| m,p-Xylene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Methylene Chloride | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Naphthalene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| n-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| N-Propylbenzene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| o-Xylene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| sec-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Styrene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| tert-Butylbenzene | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Tetrachloroethene | 580 | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Toluene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| trans-1,2-Dichloroethene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| trans-1,3-Dichloropropene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Trichloroethene | 110 | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Trichlorofluoromethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Vinyl chloride | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| 1,2-Dibromoethane (EDB) | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Bromochloromethane | ND | | 50 | | ug/L | | | 07/04/13 07:47 | 10 |
| Bromodichloromethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| Dibromochloromethane | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |
| p-Isopropyltoluene | ND | | 20 | | ug/L | | | 07/04/13 07:47 | 10 |

| Surrogate | %Recovery | Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 112 | | 80 - 120 | | 07/04/13 07:47 | 10 |
| 4-Bromofluorobenzene (Surr) | 98 | | 80 - 120 | | 07/04/13 07:47 | 10 |
| Dibromofluoromethane (Surr) | 111 | | 80 - 120 | | 07/04/13 07:47 | 10 |

TestAmerica Irvine

Method Summary

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

| Method | Method Description | Protocol | Laboratory |
|--------|------------------------------------|----------|------------|
| 8260B | Volatile Organic Compounds (GC/MS) | SW846 | TAL IRV |

Protocol References:

SW846 = "Test Methods For Evaluating Solid Waste, Physical/Chemical Methods", Third Edition, November 1986 And Its Updates.

Laboratory References:

TAL IRV = TestAmerica Irvine, 17461 Derian Ave, Suite 100, Irvine, CA 92614-5817, TEL (949)261-1022



Lab Chronicle

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: TB1

Date Collected: 07/01/13 07:00

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-1

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115313 | 07/03/13 02:31 | NS | TAL IRV |

Client Sample ID: MW1

Date Collected: 07/01/13 11:40

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-2

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 10 | 10 mL | 10 mL | 115578 | 07/03/13 20:58 | MP | TAL IRV |

Client Sample ID: MW8

Date Collected: 07/01/13 07:45

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-3

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115407 | 07/03/13 13:54 | TN | TAL IRV |

Client Sample ID: MW7

Date Collected: 07/01/13 08:05

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-4

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115313 | 07/03/13 03:58 | NS | TAL IRV |

Client Sample ID: MW3

Date Collected: 07/01/13 08:25

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-5

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115313 | 07/03/13 04:27 | NS | TAL IRV |

Client Sample ID: MW6

Date Collected: 07/01/13 10:18

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-6

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115313 | 07/03/13 04:56 | NS | TAL IRV |

TestAmerica Irvine

Lab Chronicle

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: MW5

Date Collected: 07/01/13 10:35
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-7

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115321 | 07/03/13 02:03 | MP | TAL IRV |

Client Sample ID: MW11A

Date Collected: 07/01/13 10:49
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-8

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 4 | 10 mL | 10 mL | 115606 | 07/04/13 06:50 | MR | TAL IRV |

Client Sample ID: MW11B

Date Collected: 07/01/13 10:57
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-9

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115606 | 07/04/13 06:22 | MR | TAL IRV |

Client Sample ID: MW10A

Date Collected: 07/01/13 11:18
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-10

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 10 | 10 mL | 10 mL | 115606 | 07/04/13 05:53 | MR | TAL IRV |

Client Sample ID: MW10B

Date Collected: 07/01/13 11:28
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-11

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115606 | 07/04/13 05:25 | MR | TAL IRV |

Client Sample ID: EW3

Date Collected: 07/01/13 08:35
Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-12

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115321 | 07/03/13 02:33 | MP | TAL IRV |

Lab Chronicle

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Client Sample ID: EW2

Date Collected: 07/01/13 08:50

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-13

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115321 | 07/03/13 03:02 | MP | TAL IRV |

Client Sample ID: MW9

Date Collected: 07/01/13 09:20

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-14

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 1 | 10 mL | 10 mL | 115321 | 07/03/13 03:32 | MP | TAL IRV |

Client Sample ID: EW1

Date Collected: 07/01/13 09:35

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-15

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 5 | 10 mL | 10 mL | 115578 | 07/03/13 21:28 | MP | TAL IRV |

Client Sample ID: MW2

Date Collected: 07/01/13 09:50

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-16

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 10 | 10 mL | 10 mL | 115606 | 07/04/13 07:18 | MR | TAL IRV |

Client Sample ID: MW4

Date Collected: 07/01/13 10:03

Date Received: 07/01/13 18:25

Lab Sample ID: 440-50508-17

Matrix: Water

| Prep Type | Batch Type | Batch Method | Run | Dil Factor | Initial Amount | Final Amount | Batch Number | Prepared or Analyzed | Analyst | Lab |
|-----------|------------|--------------|-----|------------|----------------|--------------|--------------|----------------------|---------|---------|
| Total/NA | Analysis | 8260B | | 10 | 10 mL | 10 mL | 115606 | 07/04/13 07:47 | MR | TAL IRV |

Laboratory References:

TAL IRV = TestAmerica Irvine, 17461 Derian Ave, Suite 100, Irvine, CA 92614-5817, TEL (949)261-1022

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS)

Lab Sample ID: MB 440-115313/4

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB Result | MB Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|--------------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115313/4

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB Result | MB Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|-----------|--------------|-----|-----|------|---|----------|----------------|---------|
| Toluene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/02/13 18:46 | 1 |

| Surrogate | MB %Recovery | MB Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------------|--------------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 104 | | 80 - 120 | | 07/02/13 18:46 | 1 |
| 4-Bromofluorobenzene (Surr) | 91 | | 80 - 120 | | 07/02/13 18:46 | 1 |
| Dibromofluoromethane (Surr) | 103 | | 80 - 120 | | 07/02/13 18:46 | 1 |

Lab Sample ID: LCS 440-115313/5

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|-------------|------------|---------------|------|---|------|--------------|
| 1,1,1,2-Tetrachloroethane | 25.0 | 28.8 | | ug/L | | 115 | 70 - 130 |
| 1,1,1-Trichloroethane | 25.0 | 22.8 | | ug/L | | 91 | 65 - 135 |
| 1,1,1,2,2-Tetrachloroethane | 25.0 | 26.2 | | ug/L | | 105 | 55 - 130 |
| 1,1,2-Trichloroethane | 25.0 | 24.4 | | ug/L | | 98 | 70 - 125 |
| 1,1-Dichloroethane | 25.0 | 21.4 | | ug/L | | 85 | 70 - 125 |
| 1,1-Dichloroethene | 25.0 | 25.6 | | ug/L | | 102 | 70 - 125 |
| 1,1-Dichloropropene | 25.0 | 21.1 | | ug/L | | 84 | 75 - 130 |
| 1,2,3-Trichlorobenzene | 25.0 | 26.8 | | ug/L | | 107 | 65 - 125 |
| 1,2,3-Trichloropropane | 25.0 | 23.0 | | ug/L | | 92 | 60 - 130 |
| 1,2,4-Trichlorobenzene | 25.0 | 27.3 | | ug/L | | 109 | 70 - 135 |
| 1,2,4-Trimethylbenzene | 25.0 | 24.2 | | ug/L | | 97 | 75 - 125 |
| 1,2-Dibromo-3-Chloropropane | 25.0 | 21.2 | | ug/L | | 85 | 50 - 135 |
| 1,2-Dichlorobenzene | 25.0 | 26.7 | | ug/L | | 107 | 75 - 120 |
| 1,2-Dichloroethane | 25.0 | 24.7 | | ug/L | | 99 | 60 - 140 |
| 1,2-Dichloropropane | 25.0 | 22.4 | | ug/L | | 90 | 70 - 125 |
| 1,3,5-Trimethylbenzene | 25.0 | 23.3 | | ug/L | | 93 | 75 - 125 |
| 1,3-Dichlorobenzene | 25.0 | 26.0 | | ug/L | | 104 | 75 - 120 |
| 1,3-Dichloropropane | 25.0 | 23.6 | | ug/L | | 94 | 70 - 120 |
| 1,4-Dichlorobenzene | 25.0 | 26.2 | | ug/L | | 105 | 75 - 120 |
| 2,2-Dichloropropane | 25.0 | 19.1 | | ug/L | | 76 | 65 - 140 |
| 2-Chlorotoluene | 25.0 | 21.4 | | ug/L | | 86 | 70 - 125 |
| 4-Chlorotoluene | 25.0 | 22.1 | | ug/L | | 88 | 75 - 125 |
| Benzene | 25.0 | 19.7 | | ug/L | | 79 | 70 - 120 |
| Bromobenzene | 25.0 | 27.0 | | ug/L | | 108 | 75 - 120 |
| Bromoform | 25.0 | 31.6 | | ug/L | | 126 | 55 - 130 |
| Bromomethane | 25.0 | 28.9 | | ug/L | | 116 | 65 - 140 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115313/5

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|---------------------------|-------------|------------|---------------|------|---|------|--------------|
| | | | | | | | |
| Carbon tetrachloride | 25.0 | 24.7 | | ug/L | | 99 | 65 - 140 |
| Chlorobenzene | 25.0 | 25.4 | | ug/L | | 102 | 75 - 120 |
| Chloroethane | 25.0 | 25.1 | | ug/L | | 100 | 60 - 140 |
| Chloroform | 25.0 | 22.8 | | ug/L | | 91 | 70 - 130 |
| Chloromethane | 25.0 | 27.0 | | ug/L | | 108 | 50 - 140 |
| cis-1,2-Dichloroethene | 25.0 | 26.2 | | ug/L | | 105 | 70 - 125 |
| cis-1,3-Dichloropropene | 25.0 | 23.6 | | ug/L | | 95 | 75 - 125 |
| Dibromomethane | 25.0 | 25.9 | | ug/L | | 103 | 70 - 125 |
| Dichlorodifluoromethane | 25.0 | 24.7 | | ug/L | | 99 | 35 - 155 |
| Ethylbenzene | 25.0 | 23.2 | | ug/L | | 93 | 75 - 125 |
| Hexachlorobutadiene | 25.0 | 23.9 | | ug/L | | 96 | 65 - 135 |
| Isopropylbenzene | 25.0 | 24.3 | | ug/L | | 97 | 75 - 130 |
| m,p-Xylene | 50.0 | 50.7 | | ug/L | | 101 | 75 - 125 |
| Methylene Chloride | 25.0 | 22.8 | | ug/L | | 91 | 55 - 130 |
| Naphthalene | 25.0 | 27.3 | | ug/L | | 109 | 55 - 135 |
| n-Butylbenzene | 25.0 | 21.0 | | ug/L | | 84 | 70 - 130 |
| N-Propylbenzene | 25.0 | 21.2 | | ug/L | | 85 | 75 - 130 |
| o-Xylene | 25.0 | 25.0 | | ug/L | | 100 | 75 - 125 |
| sec-Butylbenzene | 25.0 | 22.7 | | ug/L | | 91 | 70 - 125 |
| Styrene | 25.0 | 24.0 | | ug/L | | 96 | 75 - 130 |
| tert-Butylbenzene | 25.0 | 22.5 | | ug/L | | 90 | 70 - 125 |
| Tetrachloroethene | 25.0 | 25.5 | | ug/L | | 102 | 70 - 125 |
| Toluene | 25.0 | 21.7 | | ug/L | | 87 | 70 - 120 |
| trans-1,2-Dichloroethene | 25.0 | 25.1 | | ug/L | | 100 | 70 - 125 |
| trans-1,3-Dichloropropene | 25.0 | 24.3 | | ug/L | | 97 | 70 - 125 |
| Trichloroethene | 25.0 | 25.2 | | ug/L | | 101 | 70 - 125 |
| Trichlorofluoromethane | 25.0 | 29.8 | | ug/L | | 119 | 65 - 145 |
| Vinyl chloride | 25.0 | 27.5 | | ug/L | | 110 | 55 - 135 |
| 1,2-Dibromoethane (EDB) | 25.0 | 28.6 | | ug/L | | 114 | 75 - 125 |
| Bromochloromethane | 25.0 | 29.7 | | ug/L | | 119 | 70 - 130 |
| Bromodichloromethane | 25.0 | 24.1 | | ug/L | | 96 | 70 - 135 |
| Dibromochloromethane | 25.0 | 27.0 | | ug/L | | 108 | 70 - 140 |
| p-Isopropyltoluene | 25.0 | 22.8 | | ug/L | | 91 | 75 - 125 |

| Surrogate | LCS LCS | | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 104 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 95 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 102 | | 80 - 120 |

Lab Sample ID: 440-50103-A-1 MS

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MS MS | | Unit | D | %Rec | %Rec. Limits |
|---------------------------|---------------|------------------|-------------|--------|-----------|------|---|------|--------------|
| | | | | Result | Qualifier | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 65 - 140 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 23.2 | | ug/L | | 93 | 65 - 140 |
| 1,1,2,2-Tetrachloroethane | ND | | 25.0 | 25.2 | | ug/L | | 101 | 55 - 135 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 23.7 | | ug/L | | 95 | 65 - 130 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50103-A-1 MS

Client Sample ID: Matrix Spike

Matrix: Water

Prep Type: Total/NA

Analysis Batch: 115313

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| 1,1-Dichloroethane | ND | | 25.0 | 22.1 | | ug/L | | 88 | 65 - 130 |
| 1,1-Dichloroethene | ND | | 25.0 | 25.3 | | ug/L | | 101 | 60 - 130 |
| 1,1-Dichloropropene | ND | | 25.0 | 20.9 | | ug/L | | 84 | 70 - 135 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 60 - 135 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 21.5 | | ug/L | | 86 | 55 - 135 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 26.0 | | ug/L | | 104 | 65 - 135 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 55 - 135 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 18.7 | | ug/L | | 75 | 45 - 145 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 75 - 125 |
| 1,2-Dichloroethane | ND | | 25.0 | 24.2 | | ug/L | | 97 | 60 - 140 |
| 1,2-Dichloropropane | ND | | 25.0 | 22.2 | | ug/L | | 89 | 65 - 130 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 23.2 | | ug/L | | 93 | 70 - 130 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 75 - 125 |
| 1,3-Dichloropropane | ND | | 25.0 | 24.5 | | ug/L | | 98 | 65 - 135 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 75 - 125 |
| 2,2-Dichloropropane | ND | | 25.0 | 19.5 | | ug/L | | 78 | 60 - 145 |
| 2-Chlorotoluene | ND | | 25.0 | 21.8 | | ug/L | | 87 | 65 - 135 |
| 4-Chlorotoluene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 70 - 135 |
| Benzene | ND | | 25.0 | 19.4 | | ug/L | | 78 | 65 - 125 |
| Bromobenzene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 70 - 125 |
| Bromoform | ND | | 25.0 | 31.9 | | ug/L | | 128 | 55 - 135 |
| Bromomethane | ND | | 25.0 | 29.1 | | ug/L | | 116 | 55 - 145 |
| Carbon tetrachloride | ND | | 25.0 | 25.0 | | ug/L | | 100 | 65 - 140 |
| Chlorobenzene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 75 - 125 |
| Chloroethane | ND | | 25.0 | 23.3 | | ug/L | | 93 | 55 - 140 |
| Chloroform | ND | | 25.0 | 22.9 | | ug/L | | 91 | 65 - 135 |
| Chloromethane | ND | | 25.0 | 28.8 | | ug/L | | 115 | 45 - 145 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 130 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 23.4 | | ug/L | | 94 | 70 - 130 |
| Dibromomethane | ND | | 25.0 | 25.6 | | ug/L | | 102 | 65 - 135 |
| Dichlorodifluoromethane | ND | | 25.0 | 24.3 | | ug/L | | 97 | 25 - 155 |
| Ethylbenzene | ND | | 25.0 | 24.1 | | ug/L | | 96 | 65 - 130 |
| Hexachlorobutadiene | ND | | 25.0 | 21.9 | | ug/L | | 88 | 60 - 135 |
| Isopropylbenzene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 70 - 135 |
| m,p-Xylene | ND | | 50.0 | 52.5 | | ug/L | | 105 | 65 - 130 |
| Methylene Chloride | ND | | 25.0 | 23.6 | | ug/L | | 94 | 50 - 135 |
| Naphthalene | ND | | 25.0 | 24.1 | | ug/L | | 96 | 50 - 140 |
| n-Butylbenzene | ND | | 25.0 | 20.5 | | ug/L | | 82 | 65 - 135 |
| N-Propylbenzene | ND | | 25.0 | 21.4 | | ug/L | | 86 | 70 - 135 |
| o-Xylene | ND | | 25.0 | 26.0 | | ug/L | | 104 | 65 - 125 |
| sec-Butylbenzene | ND | | 25.0 | 22.5 | | ug/L | | 90 | 70 - 125 |
| Styrene | ND | | 25.0 | 19.9 | | ug/L | | 80 | 50 - 145 |
| tert-Butylbenzene | ND | | 25.0 | 23.1 | | ug/L | | 92 | 65 - 130 |
| Tetrachloroethene | ND | | 25.0 | 26.7 | | ug/L | | 107 | 65 - 130 |
| Toluene | ND | | 25.0 | 21.6 | | ug/L | | 86 | 70 - 125 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 25.3 | | ug/L | | 101 | 65 - 130 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 25.0 | | ug/L | | 100 | 65 - 135 |
| Trichloroethene | ND | | 25.0 | 24.6 | | ug/L | | 98 | 65 - 125 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50103-A-1 MS

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits | |
|-----------------------------|-----------|-----------|----------|--------|-----------|------|---|------|-----------------|--|
| | Result | Qualifier | Added | Result | Qualifier | | | | | |
| Trichlorofluoromethane | ND | | 25.0 | 29.9 | | ug/L | | 120 | 60 - 145 | |
| Vinyl chloride | ND | | 25.0 | 27.5 | | ug/L | | 110 | 45 - 140 | |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 28.6 | | ug/L | | 114 | 70 - 130 | |
| Bromochloromethane | ND | | 25.0 | 28.8 | | ug/L | | 115 | 65 - 135 | |
| Bromodichloromethane | ND | | 25.0 | 24.7 | | ug/L | | 99 | 70 - 135 | |
| Dibromochloromethane | ND | | 25.0 | 28.4 | | ug/L | | 113 | 65 - 140 | |
| p-Isopropyltoluene | ND | | 25.0 | 22.9 | | ug/L | | 92 | 65 - 130 | |
| MS MS | | | | | | | | | | |
| Surrogate | %Recovery | Qualifier | Limits | | | | | | | |
| Toluene-d8 (Surr) | 104 | | 80 - 120 | | | | | | | |
| 4-Bromofluorobenzene (Surr) | 94 | | 80 - 120 | | | | | | | |
| Dibromofluoromethane (Surr) | 106 | | 80 - 120 | | | | | | | |

Lab Sample ID: 440-50103-A-1 MSD

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|-----|--------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 30.4 | | ug/L | | 122 | 65 - 140 | 1 | 20 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 24.6 | | ug/L | | 99 | 65 - 140 | 6 | 20 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 25.0 | 29.1 | | ug/L | | 116 | 55 - 135 | 14 | 30 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 27.2 | | ug/L | | 109 | 65 - 130 | 14 | 25 |
| 1,1-Dichloroethane | ND | | 25.0 | 22.8 | | ug/L | | 91 | 65 - 130 | 3 | 20 |
| 1,1-Dichloroethene | ND | | 25.0 | 26.9 | | ug/L | | 108 | 60 - 130 | 6 | 20 |
| 1,1-Dichloropropene | ND | | 25.0 | 22.1 | | ug/L | | 89 | 70 - 135 | 6 | 20 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 27.1 | | ug/L | | 108 | 60 - 135 | 11 | 20 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 24.9 | | ug/L | | 100 | 55 - 135 | 14 | 30 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 27.8 | | ug/L | | 111 | 65 - 135 | 7 | 20 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 24.8 | | ug/L | | 99 | 55 - 135 | 1 | 25 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 21.9 | | ug/L | | 88 | 45 - 145 | 16 | 30 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 27.0 | | ug/L | | 108 | 75 - 125 | 3 | 20 |
| 1,2-Dichloroethane | ND | | 25.0 | 27.0 | | ug/L | | 108 | 60 - 140 | 11 | 20 |
| 1,2-Dichloropropane | ND | | 25.0 | 23.6 | | ug/L | | 94 | 65 - 130 | 6 | 20 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 23.6 | | ug/L | | 94 | 70 - 130 | 2 | 20 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 75 - 125 | 1 | 20 |
| 1,3-Dichloropropane | ND | | 25.0 | 25.5 | | ug/L | | 102 | 65 - 135 | 4 | 25 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 | 2 | 20 |
| 2,2-Dichloropropane | ND | | 25.0 | 20.7 | | ug/L | | 83 | 60 - 145 | 6 | 25 |
| 2-Chlorotoluene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 65 - 135 | 1 | 20 |
| 4-Chlorotoluene | ND | | 25.0 | 22.3 | | ug/L | | 89 | 70 - 135 | 1 | 20 |
| Benzene | ND | | 25.0 | 20.5 | | ug/L | | 82 | 65 - 125 | 5 | 20 |
| Bromobenzene | ND | | 25.0 | 28.1 | | ug/L | | 113 | 70 - 125 | 2 | 20 |
| Bromoform | ND | | 25.0 | 34.6 | F | ug/L | | 138 | 55 - 135 | 8 | 25 |
| Bromomethane | ND | | 25.0 | 30.6 | | ug/L | | 123 | 55 - 145 | 5 | 25 |
| Carbon tetrachloride | ND | | 25.0 | 26.6 | | ug/L | | 106 | 65 - 140 | 6 | 25 |
| Chlorobenzene | ND | | 25.0 | 25.9 | | ug/L | | 104 | 75 - 125 | 2 | 20 |
| Chloroethane | ND | | 25.0 | 25.3 | | ug/L | | 101 | 55 - 140 | 8 | 25 |
| Chloroform | ND | | 25.0 | 24.8 | | ug/L | | 99 | 65 - 135 | 8 | 20 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50103-A-1 MSD

Matrix: Water

Analysis Batch: 115313

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. | RPD | Limit |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|----------|-----|-------|
| | Result | Qualifier | Added | Result | Qualifier | | | | Limits | | |
| Chloromethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 45 - 145 | 4 | 25 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 28.3 | | ug/L | | 113 | 65 - 130 | 7 | 20 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 25.6 | | ug/L | | 102 | 70 - 130 | 9 | 20 |
| Dibromomethane | ND | | 25.0 | 28.9 | | ug/L | | 115 | 65 - 135 | 12 | 25 |
| Dichlorodifluoromethane | ND | | 25.0 | 25.9 | | ug/L | | 104 | 25 - 155 | 6 | 30 |
| Ethylbenzene | ND | | 25.0 | 23.9 | | ug/L | | 96 | 65 - 130 | 1 | 20 |
| Hexachlorobutadiene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 60 - 135 | 8 | 20 |
| Isopropylbenzene | ND | | 25.0 | 24.8 | | ug/L | | 99 | 70 - 135 | 1 | 20 |
| m,p-Xylene | ND | | 50.0 | 51.6 | | ug/L | | 103 | 65 - 130 | 2 | 25 |
| Methylene Chloride | ND | | 25.0 | 24.6 | | ug/L | | 99 | 50 - 135 | 4 | 20 |
| Naphthalene | ND | | 25.0 | 28.6 | | ug/L | | 114 | 50 - 140 | 17 | 30 |
| n-Butylbenzene | ND | | 25.0 | 21.1 | | ug/L | | 84 | 65 - 135 | 3 | 20 |
| N-Propylbenzene | ND | | 25.0 | 21.7 | | ug/L | | 87 | 70 - 135 | 1 | 20 |
| o-Xylene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 125 | 1 | 20 |
| sec-Butylbenzene | ND | | 25.0 | 22.7 | | ug/L | | 91 | 70 - 125 | 1 | 20 |
| Styrene | ND | | 25.0 | 20.6 | | ug/L | | 82 | 50 - 145 | 4 | 30 |
| tert-Butylbenzene | ND | | 25.0 | 23.3 | | ug/L | | 93 | 65 - 130 | 1 | 20 |
| Tetrachloroethene | ND | | 25.0 | 27.2 | | ug/L | | 109 | 65 - 130 | 2 | 20 |
| Toluene | ND | | 25.0 | 22.8 | | ug/L | | 91 | 70 - 125 | 6 | 20 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 130 | 4 | 20 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 65 - 135 | 9 | 25 |
| Trichloroethene | ND | | 25.0 | 25.7 | | ug/L | | 103 | 65 - 125 | 4 | 20 |
| Trichlorofluoromethane | ND | | 25.0 | 31.9 | | ug/L | | 128 | 60 - 145 | 6 | 25 |
| Vinyl chloride | ND | | 25.0 | 28.1 | | ug/L | | 112 | 45 - 140 | 2 | 30 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 31.1 | | ug/L | | 124 | 70 - 130 | 8 | 25 |
| Bromochloromethane | ND | | 25.0 | 31.6 | | ug/L | | 126 | 65 - 135 | 9 | 25 |
| Bromodichloromethane | ND | | 25.0 | 26.5 | | ug/L | | 106 | 70 - 135 | 7 | 20 |
| Dibromochloromethane | ND | | 25.0 | 30.6 | | ug/L | | 122 | 65 - 140 | 8 | 25 |
| p-Isopropyltoluene | ND | | 25.0 | 23.1 | | ug/L | | 92 | 65 - 130 | 1 | 20 |

| Surrogate | MSD | MSD | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 106 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 98 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 108 | | 80 - 120 |

Lab Sample ID: MB 440-115321/4

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115321/4

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/02/13 19:00 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115321/4

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB Result | MB Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|----------------------|-----------|--------------|-----|-----|------|---|----------|----------------|---------|
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/02/13 19:00 | 1 |

| Surrogate | MB %Recovery | MB Qualifier | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------------|--------------|----------|----------|----------------|---------|
| Toluene-d8 (Surr) | 108 | | 80 - 120 | | 07/02/13 19:00 | 1 |
| 4-Bromofluorobenzene (Surr) | 100 | | 80 - 120 | | 07/02/13 19:00 | 1 |
| Dibromofluoromethane (Surr) | 103 | | 80 - 120 | | 07/02/13 19:00 | 1 |

Lab Sample ID: LCS 440-115321/5

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|-------------|------------|---------------|------|---|------|--------------|
| 1,1,1,2-Tetrachloroethane | 25.0 | 27.8 | | ug/L | | 111 | 70 - 130 |
| 1,1,1-Trichloroethane | 25.0 | 22.4 | | ug/L | | 89 | 65 - 135 |
| 1,1,2,2-Tetrachloroethane | 25.0 | 21.5 | | ug/L | | 86 | 55 - 130 |
| 1,1,2-Trichloroethane | 25.0 | 23.0 | | ug/L | | 92 | 70 - 125 |
| 1,1-Dichloroethane | 25.0 | 20.6 | | ug/L | | 82 | 70 - 125 |
| 1,1-Dichloroethene | 25.0 | 21.3 | | ug/L | | 85 | 70 - 125 |
| 1,1-Dichloropropene | 25.0 | 20.5 | | ug/L | | 82 | 75 - 130 |
| 1,2,3-Trichlorobenzene | 25.0 | 23.4 | | ug/L | | 93 | 65 - 125 |
| 1,2,3-Trichloropropane | 25.0 | 21.1 | | ug/L | | 84 | 60 - 130 |
| 1,2,4-Trichlorobenzene | 25.0 | 23.9 | | ug/L | | 96 | 70 - 135 |
| 1,2,4-Trimethylbenzene | 25.0 | 23.5 | | ug/L | | 94 | 75 - 125 |
| 1,2-Dibromo-3-Chloropropane | 25.0 | 20.5 | | ug/L | | 82 | 50 - 135 |
| 1,2-Dichlorobenzene | 25.0 | 23.7 | | ug/L | | 95 | 75 - 120 |
| 1,2-Dichloroethane | 25.0 | 26.6 | | ug/L | | 106 | 60 - 140 |
| 1,2-Dichloropropane | 25.0 | 21.8 | | ug/L | | 87 | 70 - 125 |
| 1,3,5-Trimethylbenzene | 25.0 | 23.6 | | ug/L | | 94 | 75 - 125 |
| 1,3-Dichlorobenzene | 25.0 | 24.9 | | ug/L | | 99 | 75 - 120 |
| 1,3-Dichloropropane | 25.0 | 23.5 | | ug/L | | 94 | 70 - 120 |
| 1,4-Dichlorobenzene | 25.0 | 24.5 | | ug/L | | 98 | 75 - 120 |
| 2,2-Dichloropropane | 25.0 | 23.3 | | ug/L | | 93 | 65 - 140 |
| 2-Chlorotoluene | 25.0 | 22.9 | | ug/L | | 92 | 70 - 125 |
| 4-Chlorotoluene | 25.0 | 23.5 | | ug/L | | 94 | 75 - 125 |
| Benzene | 25.0 | 21.8 | | ug/L | | 87 | 70 - 120 |
| Bromobenzene | 25.0 | 24.1 | | ug/L | | 96 | 75 - 120 |
| Bromoform | 25.0 | 28.6 | | ug/L | | 114 | 55 - 130 |
| Bromomethane | 25.0 | 18.6 | | ug/L | | 74 | 65 - 140 |
| Carbon tetrachloride | 25.0 | 28.4 | | ug/L | | 114 | 65 - 140 |
| Chlorobenzene | 25.0 | 24.1 | | ug/L | | 97 | 75 - 120 |
| Chloroethane | 25.0 | 19.2 | | ug/L | | 77 | 60 - 140 |
| Chloroform | 25.0 | 22.9 | | ug/L | | 92 | 70 - 130 |
| Chloromethane | 25.0 | 21.3 | | ug/L | | 85 | 50 - 140 |
| cis-1,2-Dichloroethene | 25.0 | 20.8 | | ug/L | | 83 | 70 - 125 |
| cis-1,3-Dichloropropene | 25.0 | 24.4 | | ug/L | | 98 | 75 - 125 |
| Dibromomethane | 25.0 | 24.3 | | ug/L | | 97 | 70 - 125 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115321/5

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|---------------------------|-------------|------------|---------------|------|---|------|--------------|
| | | | | | | | |
| Dichlorodifluoromethane | 25.0 | 15.9 | | ug/L | | 64 | 35 - 155 |
| Ethylbenzene | 25.0 | 23.0 | | ug/L | | 92 | 75 - 125 |
| Hexachlorobutadiene | 25.0 | 26.0 | | ug/L | | 104 | 65 - 135 |
| Isopropylbenzene | 25.0 | 23.2 | | ug/L | | 93 | 75 - 130 |
| m,p-Xylene | 50.0 | 46.2 | | ug/L | | 92 | 75 - 125 |
| Methylene Chloride | 25.0 | 22.4 | | ug/L | | 90 | 55 - 130 |
| Naphthalene | 25.0 | 22.9 | | ug/L | | 92 | 55 - 135 |
| n-Butylbenzene | 25.0 | 23.1 | | ug/L | | 93 | 70 - 130 |
| N-Propylbenzene | 25.0 | 22.6 | | ug/L | | 90 | 75 - 130 |
| o-Xylene | 25.0 | 23.1 | | ug/L | | 92 | 75 - 125 |
| sec-Butylbenzene | 25.0 | 22.0 | | ug/L | | 88 | 70 - 125 |
| Styrene | 25.0 | 24.6 | | ug/L | | 98 | 75 - 130 |
| tert-Butylbenzene | 25.0 | 23.3 | | ug/L | | 93 | 70 - 125 |
| Tetrachloroethene | 25.0 | 26.4 | | ug/L | | 106 | 70 - 125 |
| Toluene | 25.0 | 23.5 | | ug/L | | 94 | 70 - 120 |
| trans-1,2-Dichloroethene | 25.0 | 19.4 | | ug/L | | 78 | 70 - 125 |
| trans-1,3-Dichloropropene | 25.0 | 25.6 | | ug/L | | 102 | 70 - 125 |
| Trichloroethene | 25.0 | 25.0 | | ug/L | | 100 | 70 - 125 |
| Trichlorofluoromethane | 25.0 | 29.4 | | ug/L | | 118 | 65 - 145 |
| Vinyl chloride | 25.0 | 20.0 | | ug/L | | 80 | 55 - 135 |
| 1,2-Dibromoethane (EDB) | 25.0 | 23.1 | | ug/L | | 92 | 75 - 125 |
| Bromochloromethane | 25.0 | 22.3 | | ug/L | | 89 | 70 - 130 |
| Bromodichloromethane | 25.0 | 25.9 | | ug/L | | 103 | 70 - 135 |
| Dibromochloromethane | 25.0 | 26.7 | | ug/L | | 107 | 70 - 140 |
| p-Isopropyltoluene | 25.0 | 23.2 | | ug/L | | 93 | 75 - 125 |

| Surrogate | LCS LCS | | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 107 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 104 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 103 | | 80 - 120 |

Lab Sample ID: 440-50456-A-2 MS

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MS Result | MS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|---------------|------------------|-------------|-----------|--------------|------|---|------|--------------|
| | | | | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 30.3 | | ug/L | | 121 | 65 - 140 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 24.9 | | ug/L | | 100 | 65 - 140 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 25.0 | 23.8 | | ug/L | | 95 | 55 - 135 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 26.2 | | ug/L | | 105 | 65 - 130 |
| 1,1-Dichloroethane | ND | | 25.0 | 22.7 | | ug/L | | 91 | 65 - 130 |
| 1,1-Dichloroethene | ND | | 25.0 | 23.2 | | ug/L | | 93 | 60 - 130 |
| 1,1-Dichloropropene | ND | | 25.0 | 23.1 | | ug/L | | 92 | 70 - 135 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 25.3 | | ug/L | | 101 | 60 - 135 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 23.7 | | ug/L | | 95 | 55 - 135 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 25.9 | | ug/L | | 104 | 65 - 135 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 26.0 | | ug/L | | 104 | 55 - 135 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 22.5 | | ug/L | | 90 | 45 - 145 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50456-A-2 MS

Client Sample ID: Matrix Spike

Matrix: Water

Prep Type: Total/NA

Analysis Batch: 115321

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| 1,2-Dichlorobenzene | ND | | 25.0 | 26.1 | | ug/L | | 105 | 75 - 125 |
| 1,2-Dichloroethane | ND | | 25.0 | 28.5 | | ug/L | | 114 | 60 - 140 |
| 1,2-Dichloropropane | ND | | 25.0 | 24.0 | | ug/L | | 96 | 65 - 130 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 25.4 | | ug/L | | 102 | 70 - 130 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 27.0 | | ug/L | | 108 | 75 - 125 |
| 1,3-Dichloropropane | ND | | 25.0 | 26.0 | | ug/L | | 104 | 65 - 135 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 |
| 2,2-Dichloropropane | ND | | 25.0 | 26.5 | | ug/L | | 106 | 60 - 145 |
| 2-Chlorotoluene | ND | | 25.0 | 24.8 | | ug/L | | 99 | 65 - 135 |
| 4-Chlorotoluene | ND | | 25.0 | 25.8 | | ug/L | | 103 | 70 - 135 |
| Benzene | ND | | 25.0 | 23.2 | | ug/L | | 93 | 65 - 125 |
| Bromobenzene | ND | | 25.0 | 25.8 | | ug/L | | 103 | 70 - 125 |
| Bromoform | ND | | 25.0 | 31.8 | | ug/L | | 127 | 55 - 135 |
| Bromomethane | ND | | 25.0 | 20.3 | | ug/L | | 81 | 55 - 145 |
| Carbon tetrachloride | ND | | 25.0 | 31.2 | | ug/L | | 125 | 65 - 140 |
| Chlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 |
| Chloroethane | ND | | 25.0 | 21.6 | | ug/L | | 87 | 55 - 140 |
| Chloroform | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 135 |
| Chloromethane | ND | | 25.0 | 23.6 | | ug/L | | 94 | 45 - 145 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 23.1 | | ug/L | | 93 | 65 - 130 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 25.9 | | ug/L | | 104 | 70 - 130 |
| Dibromomethane | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 135 |
| Dichlorodifluoromethane | ND | | 25.0 | 18.1 | | ug/L | | 73 | 25 - 155 |
| Ethylbenzene | ND | | 25.0 | 25.3 | | ug/L | | 101 | 65 - 130 |
| Hexachlorobutadiene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 60 - 135 |
| Isopropylbenzene | ND | | 25.0 | 25.0 | | ug/L | | 100 | 70 - 135 |
| m,p-Xylene | ND | | 50.0 | 50.8 | | ug/L | | 102 | 65 - 130 |
| Methylene Chloride | ND | | 25.0 | 24.2 | | ug/L | | 97 | 50 - 135 |
| Naphthalene | ND | | 25.0 | 25.2 | | ug/L | | 101 | 50 - 140 |
| n-Butylbenzene | ND | | 25.0 | 25.5 | | ug/L | | 102 | 65 - 135 |
| N-Propylbenzene | ND | | 25.0 | 24.5 | | ug/L | | 98 | 70 - 135 |
| o-Xylene | ND | | 25.0 | 25.6 | | ug/L | | 103 | 65 - 125 |
| sec-Butylbenzene | ND | | 25.0 | 24.1 | | ug/L | | 96 | 70 - 125 |
| Styrene | ND | | 25.0 | 26.7 | | ug/L | | 107 | 50 - 145 |
| tert-Butylbenzene | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 130 |
| Tetrachloroethene | ND | | 25.0 | 28.7 | | ug/L | | 115 | 65 - 130 |
| Toluene | ND | | 25.0 | 25.6 | | ug/L | | 103 | 70 - 125 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 65 - 130 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 27.6 | | ug/L | | 110 | 65 - 135 |
| Trichloroethene | ND | | 25.0 | 27.4 | | ug/L | | 108 | 65 - 125 |
| Trichlorofluoromethane | ND | | 25.0 | 33.0 | | ug/L | | 132 | 60 - 145 |
| Vinyl chloride | ND | | 25.0 | 22.6 | | ug/L | | 91 | 45 - 140 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 26.1 | | ug/L | | 105 | 70 - 130 |
| Bromochloromethane | ND | | 25.0 | 24.8 | | ug/L | | 99 | 65 - 135 |
| Bromodichloromethane | ND | | 25.0 | 28.6 | | ug/L | | 114 | 70 - 135 |
| Dibromochloromethane | ND | | 25.0 | 29.7 | | ug/L | | 119 | 65 - 140 |
| p-Isopropyltoluene | ND | | 25.0 | 25.5 | | ug/L | | 102 | 65 - 130 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50456-A-2 MS

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Surrogate | MS MS | | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 108 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 107 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 106 | | 80 - 120 |

Lab Sample ID: 440-50456-A-2 MSD

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MSD | | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|-----------------------------|---------------|------------------|-------------|--------|-----------|------|---|------|--------------|-----|-----------|
| | | | | Result | Qualifier | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 29.6 | | ug/L | | 118 | 65 - 140 | 2 | 20 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 24.0 | | ug/L | | 96 | 65 - 140 | 4 | 20 |
| 1,1,2,2-Tetrachloroethane | ND | | 25.0 | 23.1 | | ug/L | | 92 | 55 - 135 | 3 | 30 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 25.6 | | ug/L | | 102 | 65 - 130 | 2 | 25 |
| 1,1-Dichloroethane | ND | | 25.0 | 22.1 | | ug/L | | 88 | 65 - 130 | 3 | 20 |
| 1,1-Dichloroethene | ND | | 25.0 | 22.1 | | ug/L | | 88 | 60 - 130 | 5 | 20 |
| 1,1-Dichloropropene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 70 - 135 | 5 | 20 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 25.1 | | ug/L | | 100 | 60 - 135 | 1 | 20 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 23.2 | | ug/L | | 93 | 55 - 135 | 2 | 30 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 25.4 | | ug/L | | 101 | 65 - 135 | 2 | 20 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 24.9 | | ug/L | | 100 | 55 - 135 | 4 | 25 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 23.2 | | ug/L | | 93 | 45 - 145 | 3 | 30 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 24.9 | | ug/L | | 100 | 75 - 125 | 5 | 20 |
| 1,2-Dichloroethane | ND | | 25.0 | 28.6 | | ug/L | | 114 | 60 - 140 | 0 | 20 |
| 1,2-Dichloropropane | ND | | 25.0 | 23.8 | | ug/L | | 95 | 65 - 130 | 1 | 20 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 70 - 130 | 3 | 20 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 75 - 125 | 3 | 20 |
| 1,3-Dichloropropane | ND | | 25.0 | 26.2 | | ug/L | | 105 | 65 - 135 | 1 | 25 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 25.9 | | ug/L | | 103 | 75 - 125 | 4 | 20 |
| 2,2-Dichloropropane | ND | | 25.0 | 26.4 | | ug/L | | 106 | 60 - 145 | 0 | 25 |
| 2-Chlorotoluene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 65 - 135 | 5 | 20 |
| 4-Chlorotoluene | ND | | 25.0 | 23.9 | | ug/L | | 95 | 70 - 135 | 8 | 20 |
| Benzene | ND | | 25.0 | 22.8 | | ug/L | | 91 | 65 - 125 | 2 | 20 |
| Bromobenzene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 70 - 125 | 4 | 20 |
| Bromoform | ND | | 25.0 | 32.8 | | ug/L | | 131 | 55 - 135 | 3 | 25 |
| Bromomethane | ND | | 25.0 | 19.7 | | ug/L | | 79 | 55 - 145 | 3 | 25 |
| Carbon tetrachloride | ND | | 25.0 | 30.0 | | ug/L | | 120 | 65 - 140 | 4 | 25 |
| Chlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 75 - 125 | 2 | 20 |
| Chloroethane | ND | | 25.0 | 23.3 | | ug/L | | 93 | 55 - 140 | 7 | 25 |
| Chloroform | ND | | 25.0 | 24.4 | | ug/L | | 98 | 65 - 135 | 3 | 20 |
| Chloromethane | ND | | 25.0 | 22.1 | | ug/L | | 89 | 45 - 145 | 6 | 25 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 22.6 | | ug/L | | 90 | 65 - 130 | 2 | 20 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 70 - 130 | 2 | 20 |
| Dibromomethane | ND | | 25.0 | 27.6 | | ug/L | | 110 | 65 - 135 | 3 | 25 |
| Dichlorodifluoromethane | ND | | 25.0 | 17.5 | | ug/L | | 70 | 25 - 155 | 4 | 30 |
| Ethylbenzene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 65 - 130 | 2 | 20 |
| Hexachlorobutadiene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 60 - 135 | 1 | 20 |
| Isopropylbenzene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 70 - 135 | 5 | 20 |
| m,p-Xylene | ND | | 50.0 | 49.8 | | ug/L | | 100 | 65 - 130 | 2 | 25 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50456-A-2 MSD

Matrix: Water

Analysis Batch: 115321

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. | RPD | RPD |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|----------|-----|-----|
| | Result | Qualifier | Added | Result | Qualifier | | | | Limits | | |
| Methylene Chloride | ND | | 25.0 | 23.1 | | ug/L | | 93 | 50 - 135 | 4 | 20 |
| Naphthalene | ND | | 25.0 | 25.0 | | ug/L | | 100 | 50 - 140 | 0 | 30 |
| n-Butylbenzene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 65 - 135 | 5 | 20 |
| N-Propylbenzene | ND | | 25.0 | 23.4 | | ug/L | | 93 | 70 - 135 | 5 | 20 |
| o-Xylene | ND | | 25.0 | 24.9 | | ug/L | | 100 | 65 - 125 | 3 | 20 |
| sec-Butylbenzene | ND | | 25.0 | 22.9 | | ug/L | | 91 | 70 - 125 | 5 | 20 |
| Styrene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 50 - 145 | 1 | 30 |
| tert-Butylbenzene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 65 - 130 | 4 | 20 |
| Tetrachloroethene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 65 - 130 | 4 | 20 |
| Toluene | ND | | 25.0 | 25.4 | | ug/L | | 102 | 70 - 125 | 1 | 20 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 20.7 | | ug/L | | 83 | 65 - 130 | 6 | 20 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 28.2 | | ug/L | | 113 | 65 - 135 | 2 | 25 |
| Trichloroethene | ND | | 25.0 | 27.0 | | ug/L | | 106 | 65 - 125 | 1 | 20 |
| Trichlorofluoromethane | ND | | 25.0 | 31.7 | | ug/L | | 127 | 60 - 145 | 4 | 25 |
| Vinyl chloride | ND | | 25.0 | 21.7 | | ug/L | | 87 | 45 - 140 | 4 | 30 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 26.3 | | ug/L | | 105 | 70 - 130 | 1 | 25 |
| Bromochloromethane | ND | | 25.0 | 24.5 | | ug/L | | 98 | 65 - 135 | 1 | 25 |
| Bromodichloromethane | ND | | 25.0 | 27.7 | | ug/L | | 111 | 70 - 135 | 3 | 20 |
| Dibromochloromethane | ND | | 25.0 | 30.2 | | ug/L | | 121 | 65 - 140 | 2 | 25 |
| p-Isopropyltoluene | ND | | 25.0 | 24.4 | | ug/L | | 98 | 65 - 130 | 4 | 20 |

| Surrogate | MSD | MSD | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 111 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 106 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 105 | | 80 - 120 |

Lab Sample ID: MB 440-115407/4

Matrix: Water

Analysis Batch: 115407

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115407/4

Matrix: Water

Analysis Batch: 115407

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 08:57 | 1 |

| Surrogate | MB | MB | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| | %Recovery | Qualifier | | | | |
| Toluene-d8 (Surr) | 105 | | 80 - 120 | | 07/03/13 08:57 | 1 |
| 4-Bromofluorobenzene (Surr) | 92 | | 80 - 120 | | 07/03/13 08:57 | 1 |
| Dibromofluoromethane (Surr) | 107 | | 80 - 120 | | 07/03/13 08:57 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115407/5

Matrix: Water

Analysis Batch: 115407

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|-------------|------------|---------------|------|---|------|--------------|
| 1,1,1,2-Tetrachloroethane | 25.0 | 29.4 | | ug/L | | 118 | 70 - 130 |
| 1,1,1-Trichloroethane | 25.0 | 23.4 | | ug/L | | 94 | 65 - 135 |
| 1,1,2,2-Tetrachloroethane | 25.0 | 25.9 | | ug/L | | 104 | 55 - 130 |
| 1,1,2-Trichloroethane | 25.0 | 25.4 | | ug/L | | 102 | 70 - 125 |
| 1,1-Dichloroethane | 25.0 | 23.2 | | ug/L | | 93 | 70 - 125 |
| 1,1-Dichloroethene | 25.0 | 25.2 | | ug/L | | 101 | 70 - 125 |
| 1,1-Dichloropropene | 25.0 | 21.3 | | ug/L | | 85 | 75 - 130 |
| 1,2,3-Trichlorobenzene | 25.0 | 24.8 | | ug/L | | 99 | 65 - 125 |
| 1,2,3-Trichloropropane | 25.0 | 23.3 | | ug/L | | 93 | 60 - 130 |
| 1,2,4-Trichlorobenzene | 25.0 | 25.6 | | ug/L | | 102 | 70 - 135 |
| 1,2,4-Trimethylbenzene | 25.0 | 23.9 | | ug/L | | 96 | 75 - 125 |
| 1,2-Dibromo-3-Chloropropane | 25.0 | 20.0 | | ug/L | | 80 | 50 - 135 |
| 1,2-Dichlorobenzene | 25.0 | 25.8 | | ug/L | | 103 | 75 - 120 |
| 1,2-Dichloroethane | 25.0 | 26.1 | | ug/L | | 105 | 60 - 140 |
| 1,2-Dichloropropane | 25.0 | 23.2 | | ug/L | | 93 | 70 - 125 |
| 1,3,5-Trimethylbenzene | 25.0 | 22.9 | | ug/L | | 92 | 75 - 125 |
| 1,3-Dichlorobenzene | 25.0 | 25.8 | | ug/L | | 103 | 75 - 120 |
| 1,3-Dichloropropane | 25.0 | 25.1 | | ug/L | | 100 | 70 - 120 |
| 1,4-Dichlorobenzene | 25.0 | 25.8 | | ug/L | | 103 | 75 - 120 |
| 2,2-Dichloropropane | 25.0 | 19.6 | | ug/L | | 78 | 65 - 140 |
| 2-Chlorotoluene | 25.0 | 21.4 | | ug/L | | 86 | 70 - 125 |
| 4-Chlorotoluene | 25.0 | 21.4 | | ug/L | | 86 | 75 - 125 |
| Benzene | 25.0 | 19.8 | | ug/L | | 79 | 70 - 120 |
| Bromobenzene | 25.0 | 26.8 | | ug/L | | 107 | 75 - 120 |
| Bromoform | 25.0 | 31.9 | | ug/L | | 128 | 55 - 130 |
| Bromomethane | 25.0 | 26.9 | | ug/L | | 108 | 65 - 140 |
| Carbon tetrachloride | 25.0 | 24.3 | | ug/L | | 97 | 65 - 140 |
| Chlorobenzene | 25.0 | 25.8 | | ug/L | | 103 | 75 - 120 |
| Chloroethane | 25.0 | 24.9 | | ug/L | | 99 | 60 - 140 |
| Chloroform | 25.0 | 24.1 | | ug/L | | 96 | 70 - 130 |
| Chloromethane | 25.0 | 25.8 | | ug/L | | 103 | 50 - 140 |
| cis-1,2-Dichloroethene | 25.0 | 26.9 | | ug/L | | 107 | 70 - 125 |
| cis-1,3-Dichloropropene | 25.0 | 23.9 | | ug/L | | 95 | 75 - 125 |
| Dibromomethane | 25.0 | 26.8 | | ug/L | | 107 | 70 - 125 |
| Dichlorodifluoromethane | 25.0 | 21.3 | | ug/L | | 85 | 35 - 155 |
| Ethylbenzene | 25.0 | 23.3 | | ug/L | | 93 | 75 - 125 |
| Hexachlorobutadiene | 25.0 | 22.6 | | ug/L | | 90 | 65 - 135 |
| Isopropylbenzene | 25.0 | 23.8 | | ug/L | | 95 | 75 - 130 |
| m,p-Xylene | 50.0 | 49.9 | | ug/L | | 100 | 75 - 125 |
| Methylene Chloride | 25.0 | 24.4 | | ug/L | | 97 | 55 - 130 |
| Naphthalene | 25.0 | 25.3 | | ug/L | | 101 | 55 - 135 |
| n-Butylbenzene | 25.0 | 20.6 | | ug/L | | 82 | 70 - 130 |
| N-Propylbenzene | 25.0 | 20.8 | | ug/L | | 83 | 75 - 130 |
| o-Xylene | 25.0 | 25.2 | | ug/L | | 101 | 75 - 125 |
| sec-Butylbenzene | 25.0 | 22.5 | | ug/L | | 90 | 70 - 125 |
| Styrene | 25.0 | 24.2 | | ug/L | | 97 | 75 - 130 |
| tert-Butylbenzene | 25.0 | 22.1 | | ug/L | | 88 | 70 - 125 |
| Tetrachloroethene | 25.0 | 26.0 | | ug/L | | 104 | 70 - 125 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115407/5

Matrix: Water

Analysis Batch: 115407

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|---------------------------|-------------|------------|---------------|------|---|------|--------------|
| Toluene | 25.0 | 21.3 | | ug/L | | 85 | 70 - 120 |
| trans-1,2-Dichloroethene | 25.0 | 25.9 | | ug/L | | 104 | 70 - 125 |
| trans-1,3-Dichloropropene | 25.0 | 25.1 | | ug/L | | 100 | 70 - 125 |
| Trichloroethene | 25.0 | 24.8 | | ug/L | | 99 | 70 - 125 |
| Trichlorofluoromethane | 25.0 | 29.8 | | ug/L | | 119 | 65 - 145 |
| Vinyl chloride | 25.0 | 24.9 | | ug/L | | 100 | 55 - 135 |
| 1,2-Dibromoethane (EDB) | 25.0 | 29.4 | | ug/L | | 118 | 75 - 125 |
| Bromochloromethane | 25.0 | 30.1 | | ug/L | | 121 | 70 - 130 |
| Bromodichloromethane | 25.0 | 25.5 | | ug/L | | 102 | 70 - 135 |
| Dibromochloromethane | 25.0 | 28.0 | | ug/L | | 112 | 70 - 140 |
| p-Isopropyltoluene | 25.0 | 22.0 | | ug/L | | 88 | 75 - 125 |

| Surrogate | LCS %Recovery | LCS Qualifier | Limits |
|-----------------------------|---------------|---------------|----------|
| Toluene-d8 (Surr) | 108 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 94 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 113 | | 80 - 120 |

Lab Sample ID: 440-50508-3 MS

Matrix: Water

Analysis Batch: 115407

Client Sample ID: MW8

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MS Result | MS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|---------------|------------------|-------------|-----------|--------------|------|---|------|--------------|
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 30.9 | | ug/L | | 124 | 65 - 140 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 27.2 | | ug/L | | 109 | 65 - 140 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 25.0 | 28.3 | | ug/L | | 113 | 55 - 135 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 27.8 | | ug/L | | 111 | 65 - 130 |
| 1,1-Dichloroethane | ND | | 25.0 | 25.3 | | ug/L | | 101 | 65 - 130 |
| 1,1-Dichloroethene | ND | | 25.0 | 27.0 | | ug/L | | 108 | 60 - 130 |
| 1,1-Dichloropropene | ND | | 25.0 | 22.4 | | ug/L | | 90 | 70 - 135 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 26.6 | | ug/L | | 106 | 60 - 135 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 24.6 | | ug/L | | 98 | 55 - 135 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 27.3 | | ug/L | | 109 | 65 - 135 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 20.7 | | ug/L | | 83 | 55 - 135 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 23.2 | | ug/L | | 93 | 45 - 145 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 26.9 | | ug/L | | 108 | 75 - 125 |
| 1,2-Dichloroethane | ND | | 25.0 | 29.1 | | ug/L | | 117 | 60 - 140 |
| 1,2-Dichloropropane | ND | | 25.0 | 24.3 | | ug/L | | 97 | 65 - 130 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 22.5 | | ug/L | | 90 | 70 - 130 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 75 - 125 |
| 1,3-Dichloropropane | ND | | 25.0 | 26.2 | | ug/L | | 105 | 65 - 135 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.6 | | ug/L | | 107 | 75 - 125 |
| 2,2-Dichloropropane | ND | | 25.0 | 21.2 | | ug/L | | 85 | 60 - 145 |
| 2-Chlorotoluene | ND | | 25.0 | 21.6 | | ug/L | | 86 | 65 - 135 |
| 4-Chlorotoluene | ND | | 25.0 | 22.1 | | ug/L | | 88 | 70 - 135 |
| Benzene | ND | | 25.0 | 21.0 | | ug/L | | 84 | 65 - 125 |
| Bromobenzene | ND | | 25.0 | 27.6 | | ug/L | | 110 | 70 - 125 |
| Bromoform | ND | | 25.0 | 33.7 | | ug/L | | 135 | 55 - 135 |
| Bromomethane | ND | | 25.0 | 29.4 | | ug/L | | 118 | 55 - 145 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50508-3 MS

Matrix: Water

Analysis Batch: 115407

Client Sample ID: MW8

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| Carbon tetrachloride | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 140 |
| Chlorobenzene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 75 - 125 |
| Chloroethane | ND | | 25.0 | 27.0 | | ug/L | | 108 | 55 - 140 |
| Chloroform | ND | | 25.0 | 27.4 | | ug/L | | 110 | 65 - 135 |
| Chloromethane | ND | | 25.0 | 27.8 | | ug/L | | 111 | 45 - 145 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 29.8 | | ug/L | | 119 | 65 - 130 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 25.3 | | ug/L | | 101 | 70 - 130 |
| Dibromomethane | ND | | 25.0 | 29.4 | | ug/L | | 118 | 65 - 135 |
| Dichlorodifluoromethane | ND | | 25.0 | 23.8 | | ug/L | | 95 | 25 - 155 |
| Ethylbenzene | ND | | 25.0 | 24.2 | | ug/L | | 97 | 65 - 130 |
| Hexachlorobutadiene | ND | | 25.0 | 22.8 | | ug/L | | 91 | 60 - 135 |
| Isopropylbenzene | ND | | 25.0 | 24.0 | | ug/L | | 96 | 70 - 135 |
| m,p-Xylene | ND | | 50.0 | 49.9 | | ug/L | | 100 | 65 - 130 |
| Methylene Chloride | ND | | 25.0 | 26.2 | | ug/L | | 105 | 50 - 135 |
| Naphthalene | ND | | 25.0 | 26.6 | | ug/L | | 107 | 50 - 140 |
| n-Butylbenzene | ND | | 25.0 | 21.1 | | ug/L | | 84 | 65 - 135 |
| N-Propylbenzene | ND | | 25.0 | 21.1 | | ug/L | | 84 | 70 - 135 |
| o-Xylene | ND | | 25.0 | 25.6 | | ug/L | | 102 | 65 - 125 |
| sec-Butylbenzene | ND | | 25.0 | 22.4 | | ug/L | | 90 | 70 - 125 |
| Styrene | ND | | 25.0 | 15.7 | | ug/L | | 63 | 50 - 145 |
| tert-Butylbenzene | ND | | 25.0 | 22.9 | | ug/L | | 91 | 65 - 130 |
| Tetrachloroethene | ND | | 25.0 | 27.3 | | ug/L | | 109 | 65 - 130 |
| Toluene | ND | | 25.0 | 23.0 | | ug/L | | 92 | 70 - 125 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 27.9 | | ug/L | | 112 | 65 - 130 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 65 - 135 |
| Trichloroethene | ND | | 25.0 | 25.9 | | ug/L | | 103 | 65 - 125 |
| Trichlorofluoromethane | ND | | 25.0 | 34.2 | | ug/L | | 137 | 60 - 145 |
| Vinyl chloride | ND | | 25.0 | 26.9 | | ug/L | | 107 | 45 - 140 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 31.8 | | ug/L | | 127 | 70 - 130 |
| Bromochloromethane | ND | | 25.0 | 34.3 | F | ug/L | | 137 | 65 - 135 |
| Bromodichloromethane | ND | | 25.0 | 27.9 | | ug/L | | 111 | 70 - 135 |
| Dibromochloromethane | ND | | 25.0 | 30.1 | | ug/L | | 120 | 65 - 140 |
| p-Isopropyltoluene | ND | | 25.0 | 22.4 | | ug/L | | 90 | 65 - 130 |

| Surrogate | MS | MS | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 111 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 104 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 120 | | 80 - 120 |

Lab Sample ID: 440-50508-3 MSD

Matrix: Water

Analysis Batch: 115407

Client Sample ID: MW8

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|-----|--------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 31.6 | | ug/L | | 126 | 65 - 140 | 2 | 20 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 23.6 | | ug/L | | 94 | 65 - 140 | 14 | 20 |
| 1,1,2,2-Tetrachloroethane | ND | | 25.0 | 26.7 | | ug/L | | 107 | 55 - 135 | 6 | 30 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 130 | 5 | 25 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50508-3 MSD

Matrix: Water

Analysis Batch: 115407

Client Sample ID: MW8

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. | RPD | RPD |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|----------|-----|-------|
| | Result | Qualifier | Added | Result | Qualifier | | | | Limits | | Limit |
| 1,1-Dichloroethane | ND | | 25.0 | 22.8 | | ug/L | | 91 | 65 - 130 | 11 | 20 |
| 1,1-Dichloroethene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 60 - 130 | 10 | 20 |
| 1,1-Dichloropropene | ND | | 25.0 | 20.5 | | ug/L | | 82 | 70 - 135 | 9 | 20 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 60 - 135 | 1 | 20 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 23.8 | | ug/L | | 95 | 55 - 135 | 3 | 30 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 27.3 | | ug/L | | 109 | 65 - 135 | 0 | 20 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 20.5 | | ug/L | | 82 | 55 - 135 | 1 | 25 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 22.0 | | ug/L | | 88 | 45 - 145 | 5 | 30 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 75 - 125 | 3 | 20 |
| 1,2-Dichloroethane | ND | | 25.0 | 26.0 | | ug/L | | 104 | 60 - 140 | 11 | 20 |
| 1,2-Dichloropropane | ND | | 25.0 | 23.3 | | ug/L | | 93 | 65 - 130 | 4 | 20 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 70 - 130 | 2 | 20 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 25.8 | | ug/L | | 103 | 75 - 125 | 2 | 20 |
| 1,3-Dichloropropane | ND | | 25.0 | 26.2 | | ug/L | | 105 | 65 - 135 | 0 | 25 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.2 | | ug/L | | 105 | 75 - 125 | 2 | 20 |
| 2,2-Dichloropropane | ND | | 25.0 | 18.7 | | ug/L | | 75 | 60 - 145 | 12 | 25 |
| 2-Chlorotoluene | ND | | 25.0 | 21.7 | | ug/L | | 87 | 65 - 135 | 0 | 20 |
| 4-Chlorotoluene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 70 - 135 | 0 | 20 |
| Benzene | ND | | 25.0 | 19.7 | | ug/L | | 79 | 65 - 125 | 6 | 20 |
| Bromobenzene | ND | | 25.0 | 27.9 | | ug/L | | 112 | 70 - 125 | 1 | 20 |
| Bromoform | ND | | 25.0 | 33.4 | | ug/L | | 134 | 55 - 135 | 1 | 25 |
| Bromomethane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 55 - 145 | 11 | 25 |
| Carbon tetrachloride | ND | | 25.0 | 24.7 | | ug/L | | 99 | 65 - 140 | 8 | 25 |
| Chlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 | 2 | 20 |
| Chloroethane | ND | | 25.0 | 24.3 | | ug/L | | 97 | 55 - 140 | 10 | 25 |
| Chloroform | ND | | 25.0 | 24.1 | | ug/L | | 97 | 65 - 135 | 13 | 20 |
| Chloromethane | ND | | 25.0 | 25.6 | | ug/L | | 102 | 45 - 145 | 8 | 25 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 26.9 | | ug/L | | 107 | 65 - 130 | 10 | 20 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 24.2 | | ug/L | | 97 | 70 - 130 | 5 | 20 |
| Dibromomethane | ND | | 25.0 | 27.4 | | ug/L | | 110 | 65 - 135 | 7 | 25 |
| Dichlorodifluoromethane | ND | | 25.0 | 20.7 | | ug/L | | 83 | 25 - 155 | 14 | 30 |
| Ethylbenzene | ND | | 25.0 | 23.9 | | ug/L | | 96 | 65 - 130 | 1 | 20 |
| Hexachlorobutadiene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 60 - 135 | 4 | 20 |
| Isopropylbenzene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 70 - 135 | 1 | 20 |
| m,p-Xylene | ND | | 50.0 | 50.5 | | ug/L | | 101 | 65 - 130 | 1 | 25 |
| Methylene Chloride | ND | | 25.0 | 24.5 | | ug/L | | 98 | 50 - 135 | 7 | 20 |
| Naphthalene | ND | | 25.0 | 25.4 | | ug/L | | 101 | 50 - 140 | 5 | 30 |
| n-Butylbenzene | ND | | 25.0 | 20.5 | | ug/L | | 82 | 65 - 135 | 3 | 20 |
| N-Propylbenzene | ND | | 25.0 | 20.7 | | ug/L | | 83 | 70 - 135 | 2 | 20 |
| o-Xylene | ND | | 25.0 | 25.9 | | ug/L | | 104 | 65 - 125 | 2 | 20 |
| sec-Butylbenzene | ND | | 25.0 | 21.6 | | ug/L | | 86 | 70 - 125 | 4 | 20 |
| Styrene | ND | | 25.0 | 16.1 | | ug/L | | 64 | 50 - 145 | 3 | 30 |
| tert-Butylbenzene | ND | | 25.0 | 22.0 | | ug/L | | 88 | 65 - 130 | 4 | 20 |
| Tetrachloroethene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 130 | 3 | 20 |
| Toluene | ND | | 25.0 | 21.3 | | ug/L | | 85 | 70 - 125 | 8 | 20 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 24.6 | | ug/L | | 98 | 65 - 130 | 13 | 20 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 135 | 5 | 25 |
| Trichloroethene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 65 - 125 | 6 | 20 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50508-3 MSD

Matrix: Water

Analysis Batch: 115407

Client Sample ID: MW8

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MSD Result | MSD Qualifier | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|-------------------------|---------------|------------------|-------------|------------|---------------|------|---|------|--------------|-----|-----------|
| Trichlorofluoromethane | ND | | 25.0 | 29.5 | | ug/L | | 118 | 60 - 145 | 15 | 25 |
| Vinyl chloride | ND | | 25.0 | 25.1 | | ug/L | | 100 | 45 - 140 | 7 | 30 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 30.9 | | ug/L | | 124 | 70 - 130 | 3 | 25 |
| Bromochloromethane | ND | | 25.0 | 31.5 | | ug/L | | 126 | 65 - 135 | 8 | 25 |
| Bromodichloromethane | ND | | 25.0 | 25.5 | | ug/L | | 102 | 70 - 135 | 9 | 20 |
| Dibromochloromethane | ND | | 25.0 | 29.4 | | ug/L | | 118 | 65 - 140 | 2 | 25 |
| p-Isopropyltoluene | ND | | 25.0 | 21.6 | | ug/L | | 86 | 65 - 130 | 4 | 20 |

| Surrogate | MSD %Recovery | MSD Qualifier | MSD Limits |
|-----------------------------|---------------|---------------|------------|
| Toluene-d8 (Surr) | 105 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 94 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 110 | | 80 - 120 |

Lab Sample ID: MB 440-115578/6

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB Result | MB Qualifier | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|--------------|-----|-----|------|---|----------|----------------|---------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115578/6

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 20:28 | 1 |

| Surrogate | MB | MB | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| | %Recovery | Qualifier | | | | |
| Toluene-d8 (Surr) | 104 | | 80 - 120 | | 07/03/13 20:28 | 1 |
| 4-Bromofluorobenzene (Surr) | 111 | | 80 - 120 | | 07/03/13 20:28 | 1 |
| Dibromofluoromethane (Surr) | 103 | | 80 - 120 | | 07/03/13 20:28 | 1 |

Lab Sample ID: LCS 440-115578/5

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS | LCS | Unit | D | %Rec | %Rec. Limits |
|---------------------------|-------------|--------|-----------|------|---|------|--------------|
| | | Result | Qualifier | | | | |
| 1,1,1,2-Tetrachloroethane | 25.0 | 31.6 | | ug/L | | 127 | 70 - 130 |
| 1,1,1-Trichloroethane | 25.0 | 26.2 | | ug/L | | 105 | 65 - 135 |
| 1,1,2,2-Tetrachloroethane | 25.0 | 20.8 | | ug/L | | 83 | 55 - 130 |
| 1,1,2-Trichloroethane | 25.0 | 23.0 | | ug/L | | 92 | 70 - 125 |
| 1,1-Dichloroethane | 25.0 | 21.7 | | ug/L | | 87 | 70 - 125 |
| 1,1-Dichloroethene | 25.0 | 25.4 | | ug/L | | 101 | 70 - 125 |
| 1,1-Dichloropropene | 25.0 | 26.2 | | ug/L | | 105 | 75 - 130 |
| 1,2,3-Trichlorobenzene | 25.0 | 27.8 | | ug/L | | 111 | 65 - 125 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115578/5

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|-------------|------------|---------------|------|---|------|--------------|
| 1,2,3-Trichloropropane | 25.0 | 20.7 | | ug/L | | 83 | 60 - 130 |
| 1,2,4-Trichlorobenzene | 25.0 | 28.0 | | ug/L | | 112 | 70 - 135 |
| 1,2,4-Trimethylbenzene | 25.0 | 24.8 | | ug/L | | 99 | 75 - 125 |
| 1,2-Dibromo-3-Chloropropane | 25.0 | 20.9 | | ug/L | | 83 | 50 - 135 |
| 1,2-Dichlorobenzene | 25.0 | 25.9 | | ug/L | | 104 | 75 - 120 |
| 1,2-Dichloroethane | 25.0 | 25.7 | | ug/L | | 103 | 60 - 140 |
| 1,2-Dichloropropane | 25.0 | 21.8 | | ug/L | | 87 | 70 - 125 |
| 1,3,5-Trimethylbenzene | 25.0 | 25.0 | | ug/L | | 100 | 75 - 125 |
| 1,3-Dichlorobenzene | 25.0 | 26.4 | | ug/L | | 106 | 75 - 120 |
| 1,3-Dichloropropane | 25.0 | 24.1 | | ug/L | | 96 | 70 - 120 |
| 1,4-Dichlorobenzene | 25.0 | 26.0 | | ug/L | | 104 | 75 - 120 |
| 2,2-Dichloropropane | 25.0 | 27.7 | | ug/L | | 111 | 65 - 140 |
| 2-Chlorotoluene | 25.0 | 23.4 | | ug/L | | 94 | 70 - 125 |
| 4-Chlorotoluene | 25.0 | 24.0 | | ug/L | | 96 | 75 - 125 |
| Benzene | 25.0 | 22.3 | | ug/L | | 89 | 70 - 120 |
| Bromobenzene | 25.0 | 26.1 | | ug/L | | 104 | 75 - 120 |
| Bromoform | 25.0 | 29.8 | | ug/L | | 119 | 55 - 130 |
| Bromomethane | 25.0 | 25.9 | | ug/L | | 103 | 65 - 140 |
| Carbon tetrachloride | 25.0 | 32.7 | | ug/L | | 131 | 65 - 140 |
| Chlorobenzene | 25.0 | 24.7 | | ug/L | | 99 | 75 - 120 |
| Chloroethane | 25.0 | 23.0 | | ug/L | | 92 | 60 - 140 |
| Chloroform | 25.0 | 24.5 | | ug/L | | 98 | 70 - 130 |
| Chloromethane | 25.0 | 25.8 | | ug/L | | 103 | 50 - 140 |
| cis-1,2-Dichloroethane | 25.0 | 24.7 | | ug/L | | 99 | 70 - 125 |
| cis-1,3-Dichloropropene | 25.0 | 24.9 | | ug/L | | 100 | 75 - 125 |
| Dibromomethane | 25.0 | 25.0 | | ug/L | | 100 | 70 - 125 |
| Dichlorodifluoromethane | 25.0 | 28.5 | | ug/L | | 114 | 35 - 155 |
| Ethylbenzene | 25.0 | 26.5 | | ug/L | | 106 | 75 - 125 |
| Hexachlorobutadiene | 25.0 | 28.5 | | ug/L | | 114 | 65 - 135 |
| Isopropylbenzene | 25.0 | 25.3 | | ug/L | | 101 | 75 - 130 |
| m,p-Xylene | 50.0 | 56.4 | | ug/L | | 113 | 75 - 125 |
| Methylene Chloride | 25.0 | 22.2 | | ug/L | | 89 | 55 - 130 |
| Naphthalene | 25.0 | 22.5 | | ug/L | | 90 | 55 - 135 |
| n-Butylbenzene | 25.0 | 25.1 | | ug/L | | 100 | 70 - 130 |
| N-Propylbenzene | 25.0 | 23.5 | | ug/L | | 94 | 75 - 130 |
| o-Xylene | 25.0 | 28.9 | | ug/L | | 116 | 75 - 125 |
| sec-Butylbenzene | 25.0 | 24.1 | | ug/L | | 96 | 70 - 125 |
| Styrene | 25.0 | 28.0 | | ug/L | | 112 | 75 - 130 |
| tert-Butylbenzene | 25.0 | 25.7 | | ug/L | | 103 | 70 - 125 |
| Tetrachloroethene | 25.0 | 28.3 | | ug/L | | 113 | 70 - 125 |
| Toluene | 25.0 | 24.8 | | ug/L | | 99 | 70 - 120 |
| trans-1,2-Dichloroethene | 25.0 | 23.9 | | ug/L | | 96 | 70 - 125 |
| trans-1,3-Dichloropropene | 25.0 | 25.5 | | ug/L | | 102 | 70 - 125 |
| Trichloroethene | 25.0 | 26.9 | | ug/L | | 107 | 70 - 125 |
| Trichlorofluoromethane | 25.0 | 32.0 | | ug/L | | 128 | 65 - 145 |
| Vinyl chloride | 25.0 | 25.3 | | ug/L | | 101 | 55 - 135 |
| 1,2-Dibromoethane (EDB) | 25.0 | 27.3 | | ug/L | | 109 | 75 - 125 |
| Bromochloromethane | 25.0 | 25.0 | | ug/L | | 100 | 70 - 130 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115578/5

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|----------------------|-------------|------------|---------------|------|---|------|--------------|
| Bromodichloromethane | 25.0 | 28.2 | | ug/L | | 113 | 70 - 135 |
| Dibromochloromethane | 25.0 | 28.5 | | ug/L | | 114 | 70 - 140 |
| p-Isopropyltoluene | 25.0 | 25.3 | | ug/L | | 101 | 75 - 125 |

| Surrogate | LCS %Recovery | LCS Qualifier | Limits |
|-----------------------------|---------------|---------------|----------|
| Toluene-d8 (Surr) | 104 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 117 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 107 | | 80 - 120 |

Lab Sample ID: 440-50401-B-4 MS

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample Result | Sample Qualifier | Spike Added | MS Result | MS Qualifier | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|---------------|------------------|-------------|-----------|--------------|------|---|------|--------------|
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 32.5 | | ug/L | | 130 | 65 - 140 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 27.2 | | ug/L | | 109 | 65 - 140 |
| 1,1,2,2-Tetrachloroethane | ND | | 25.0 | 21.4 | | ug/L | | 86 | 55 - 135 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 25.4 | | ug/L | | 101 | 65 - 130 |
| 1,1-Dichloroethane | ND | | 25.0 | 22.2 | | ug/L | | 89 | 65 - 130 |
| 1,1-Dichloroethene | ND | | 25.0 | 26.7 | | ug/L | | 105 | 60 - 130 |
| 1,1-Dichloropropene | ND | | 25.0 | 26.1 | | ug/L | | 104 | 70 - 135 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 29.6 | | ug/L | | 118 | 60 - 135 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 21.6 | | ug/L | | 86 | 55 - 135 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 30.0 | | ug/L | | 120 | 65 - 135 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 20.8 | | ug/L | | 83 | 55 - 135 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 22.0 | | ug/L | | 88 | 45 - 145 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 26.7 | | ug/L | | 107 | 75 - 125 |
| 1,2-Dichloroethane | ND | | 25.0 | 27.6 | | ug/L | | 110 | 60 - 140 |
| 1,2-Dichloropropane | ND | | 25.0 | 22.8 | | ug/L | | 91 | 65 - 130 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 70 - 130 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 27.1 | | ug/L | | 108 | 75 - 125 |
| 1,3-Dichloropropane | ND | | 25.0 | 25.6 | | ug/L | | 102 | 65 - 135 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.6 | | ug/L | | 106 | 75 - 125 |
| 2,2-Dichloropropane | ND | | 25.0 | 28.0 | | ug/L | | 112 | 60 - 145 |
| 2-Chlorotoluene | ND | | 25.0 | 23.3 | | ug/L | | 93 | 65 - 135 |
| 4-Chlorotoluene | ND | | 25.0 | 24.0 | | ug/L | | 96 | 70 - 135 |
| Benzene | ND | | 25.0 | 22.8 | | ug/L | | 91 | 65 - 125 |
| Bromobenzene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 70 - 125 |
| Bromoform | ND | | 25.0 | 31.3 | | ug/L | | 125 | 55 - 135 |
| Bromomethane | ND | | 25.0 | 26.9 | | ug/L | | 107 | 55 - 145 |
| Carbon tetrachloride | ND | | 25.0 | 33.0 | | ug/L | | 132 | 65 - 140 |
| Chlorobenzene | ND | | 25.0 | 25.0 | | ug/L | | 100 | 75 - 125 |
| Chloroethane | ND | | 25.0 | 24.2 | | ug/L | | 97 | 55 - 140 |
| Chloroform | ND | | 25.0 | 26.5 | | ug/L | | 106 | 65 - 135 |
| Chloromethane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 45 - 145 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 65 - 130 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 25.5 | | ug/L | | 102 | 70 - 130 |
| Dibromomethane | ND | | 25.0 | 27.2 | | ug/L | | 109 | 65 - 135 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50401-B-4 MS

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| Dichlorodifluoromethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 25 - 155 |
| Ethylbenzene | ND | | 25.0 | 26.7 | | ug/L | | 107 | 65 - 130 |
| Hexachlorobutadiene | ND | | 25.0 | 29.1 | | ug/L | | 116 | 60 - 135 |
| Isopropylbenzene | ND | | 25.0 | 24.6 | | ug/L | | 98 | 70 - 135 |
| m,p-Xylene | ND | | 50.0 | 56.2 | | ug/L | | 112 | 65 - 130 |
| Methylene Chloride | ND | | 25.0 | 23.0 | | ug/L | | 92 | 50 - 135 |
| Naphthalene | ND | | 25.0 | 22.3 | | ug/L | | 89 | 50 - 140 |
| n-Butylbenzene | ND | | 25.0 | 24.9 | | ug/L | | 100 | 65 - 135 |
| N-Propylbenzene | ND | | 25.0 | 23.3 | | ug/L | | 93 | 70 - 135 |
| o-Xylene | ND | | 25.0 | 29.1 | | ug/L | | 116 | 65 - 125 |
| sec-Butylbenzene | ND | | 25.0 | 23.6 | | ug/L | | 94 | 70 - 125 |
| Styrene | ND | | 25.0 | 18.8 | | ug/L | | 75 | 50 - 145 |
| tert-Butylbenzene | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 130 |
| Tetrachloroethene | 4.1 | | 25.0 | 32.3 | | ug/L | | 113 | 65 - 130 |
| Toluene | ND | | 25.0 | 25.4 | | ug/L | | 102 | 70 - 125 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 130 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 27.5 | | ug/L | | 110 | 65 - 135 |
| Trichloroethene | 51 | | 25.0 | 76.3 | | ug/L | | 101 | 65 - 125 |
| Trichlorofluoromethane | ND | | 25.0 | 33.1 | | ug/L | | 133 | 60 - 145 |
| Vinyl chloride | ND | | 25.0 | 26.2 | | ug/L | | 105 | 45 - 140 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 29.4 | | ug/L | | 118 | 70 - 130 |
| Bromochloromethane | ND | | 25.0 | 27.1 | | ug/L | | 108 | 65 - 135 |
| Bromodichloromethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 70 - 135 |
| Dibromochloromethane | ND | | 25.0 | 29.7 | | ug/L | | 119 | 65 - 140 |
| p-Isopropyltoluene | ND | | 25.0 | 24.7 | | ug/L | | 99 | 65 - 130 |

| Surrogate | MS | MS | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 105 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 119 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 112 | | 80 - 120 |

Lab Sample ID: 440-50401-B-4 MSD

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|-----|--------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 32.2 | | ug/L | | 129 | 65 - 140 | 1 | 20 |
| 1,1,1,1-Trichloroethane | ND | | 25.0 | 26.9 | | ug/L | | 108 | 65 - 140 | 1 | 20 |
| 1,1,1,2,2-Tetrachloroethane | ND | | 25.0 | 21.0 | | ug/L | | 84 | 55 - 135 | 2 | 30 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 25.0 | | ug/L | | 100 | 65 - 130 | 1 | 25 |
| 1,1-Dichloroethane | ND | | 25.0 | 22.9 | | ug/L | | 92 | 65 - 130 | 3 | 20 |
| 1,1-Dichloroethene | ND | | 25.0 | 26.8 | | ug/L | | 105 | 60 - 130 | 0 | 20 |
| 1,1-Dichloropropene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 70 - 135 | 1 | 20 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 29.6 | | ug/L | | 118 | 60 - 135 | 0 | 20 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 20.8 | | ug/L | | 83 | 55 - 135 | 3 | 30 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 30.0 | | ug/L | | 120 | 65 - 135 | 0 | 20 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 20.4 | | ug/L | | 82 | 55 - 135 | 2 | 25 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 20.5 | | ug/L | | 82 | 45 - 145 | 7 | 30 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50401-B-4 MSD

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. | RPD | RPD |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|----------|-----|-------|
| | Result | Qualifier | Added | Result | Qualifier | | | | Limits | | Limit |
| 1,2-Dichlorobenzene | ND | | 25.0 | 27.0 | | ug/L | | 108 | 75 - 125 | 1 | 20 |
| 1,2-Dichloroethane | ND | | 25.0 | 27.2 | | ug/L | | 109 | 60 - 140 | 1 | 20 |
| 1,2-Dichloropropane | ND | | 25.0 | 23.7 | | ug/L | | 95 | 65 - 130 | 4 | 20 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 23.7 | | ug/L | | 95 | 70 - 130 | 0 | 20 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 27.5 | | ug/L | | 110 | 75 - 125 | 2 | 20 |
| 1,3-Dichloropropane | ND | | 25.0 | 25.4 | | ug/L | | 101 | 65 - 135 | 1 | 25 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 | 1 | 20 |
| 2,2-Dichloropropane | ND | | 25.0 | 27.3 | | ug/L | | 109 | 60 - 145 | 3 | 25 |
| 2-Chlorotoluene | ND | | 25.0 | 24.0 | | ug/L | | 96 | 65 - 135 | 3 | 20 |
| 4-Chlorotoluene | ND | | 25.0 | 24.6 | | ug/L | | 98 | 70 - 135 | 3 | 20 |
| Benzene | ND | | 25.0 | 23.4 | | ug/L | | 93 | 65 - 125 | 3 | 20 |
| Bromobenzene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 70 - 125 | 3 | 20 |
| Bromoform | ND | | 25.0 | 30.3 | | ug/L | | 121 | 55 - 135 | 3 | 25 |
| Bromomethane | ND | | 25.0 | 27.3 | | ug/L | | 109 | 55 - 145 | 2 | 25 |
| Carbon tetrachloride | ND | | 25.0 | 33.1 | | ug/L | | 132 | 65 - 140 | 0 | 25 |
| Chlorobenzene | ND | | 25.0 | 24.9 | | ug/L | | 100 | 75 - 125 | 1 | 20 |
| Chloroethane | ND | | 25.0 | 24.3 | | ug/L | | 97 | 55 - 140 | 0 | 25 |
| Chloroform | ND | | 25.0 | 26.1 | | ug/L | | 104 | 65 - 135 | 2 | 20 |
| Chloromethane | ND | | 25.0 | 27.7 | | ug/L | | 111 | 45 - 145 | 5 | 25 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 27.9 | | ug/L | | 111 | 65 - 130 | 2 | 20 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 25.8 | | ug/L | | 103 | 70 - 130 | 1 | 20 |
| Dibromomethane | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 135 | 1 | 25 |
| Dichlorodifluoromethane | ND | | 25.0 | 29.3 | | ug/L | | 117 | 25 - 155 | 2 | 30 |
| Ethylbenzene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 65 - 130 | 1 | 20 |
| Hexachlorobutadiene | ND | | 25.0 | 29.2 | | ug/L | | 117 | 60 - 135 | 0 | 20 |
| Isopropylbenzene | ND | | 25.0 | 25.5 | | ug/L | | 102 | 70 - 135 | 4 | 20 |
| m,p-Xylene | ND | | 50.0 | 55.5 | | ug/L | | 111 | 65 - 130 | 1 | 25 |
| Methylene Chloride | ND | | 25.0 | 22.8 | | ug/L | | 91 | 50 - 135 | 1 | 20 |
| Naphthalene | ND | | 25.0 | 21.1 | | ug/L | | 85 | 50 - 140 | 5 | 30 |
| n-Butylbenzene | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 135 | 1 | 20 |
| N-Propylbenzene | ND | | 25.0 | 23.8 | | ug/L | | 95 | 70 - 135 | 2 | 20 |
| o-Xylene | ND | | 25.0 | 29.1 | | ug/L | | 116 | 65 - 125 | 0 | 20 |
| sec-Butylbenzene | ND | | 25.0 | 24.3 | | ug/L | | 97 | 70 - 125 | 3 | 20 |
| Styrene | ND | | 25.0 | 16.8 | | ug/L | | 67 | 50 - 145 | 11 | 30 |
| tert-Butylbenzene | ND | | 25.0 | 26.0 | | ug/L | | 104 | 65 - 130 | 3 | 20 |
| Tetrachloroethene | 4.1 | | 25.0 | 31.7 | | ug/L | | 110 | 65 - 130 | 2 | 20 |
| Toluene | ND | | 25.0 | 26.0 | | ug/L | | 104 | 70 - 125 | 2 | 20 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 25.5 | | ug/L | | 102 | 65 - 130 | 1 | 20 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 27.1 | | ug/L | | 108 | 65 - 135 | 2 | 25 |
| Trichloroethene | 51 | | 25.0 | 75.2 | | ug/L | | 97 | 65 - 125 | 1 | 20 |
| Trichlorofluoromethane | ND | | 25.0 | 32.0 | | ug/L | | 128 | 60 - 145 | 3 | 25 |
| Vinyl chloride | ND | | 25.0 | 26.6 | | ug/L | | 106 | 45 - 140 | 2 | 30 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 28.6 | | ug/L | | 114 | 70 - 130 | 3 | 25 |
| Bromochloromethane | ND | | 25.0 | 26.7 | | ug/L | | 107 | 65 - 135 | 1 | 25 |
| Bromodichloromethane | ND | | 25.0 | 30.2 | | ug/L | | 121 | 70 - 135 | 1 | 20 |
| Dibromochloromethane | ND | | 25.0 | 29.1 | | ug/L | | 117 | 65 - 140 | 2 | 25 |
| p-Isopropyltoluene | ND | | 25.0 | 25.0 | | ug/L | | 100 | 65 - 130 | 1 | 20 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50401-B-4 MSD

Matrix: Water

Analysis Batch: 115578

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| <i>Surrogate</i> | <i>MSD %Recovery</i> | <i>MSD Qualifier</i> | <i>Limits</i> |
|------------------------------------|--------------------------|--------------------------|---------------|
| <i>Toluene-d8 (Surr)</i> | 105 | | 80 - 120 |
| <i>4-Bromofluorobenzene (Surr)</i> | 116 | | 80 - 120 |
| <i>Dibromofluoromethane (Surr)</i> | 112 | | 80 - 120 |

Lab Sample ID: MB 440-115606/4

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Method Blank

Prep Type: Total/NA

| <i>Analyte</i> | <i>MB Result</i> | <i>MB Qualifier</i> | <i>RL</i> | <i>MDL</i> | <i>Unit</i> | <i>D</i> | <i>Prepared</i> | <i>Analyzed</i> | <i>Dil Fac</i> |
|-----------------------------|----------------------|-------------------------|-----------|------------|-------------|----------|-----------------|-----------------|----------------|
| 1,1,1,2-Tetrachloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1,1-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1,2,2-Tetrachloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1,2-Trichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1-Dichloroethene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,1-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2,3-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2,3-Trichloropropane | ND | | 10 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2,4-Trichlorobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2,4-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2-Dibromo-3-Chloropropane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2-Dichloroethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,3,5-Trimethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,3-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,3-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,4-Dichlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 2,2-Dichloropropane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 2-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 4-Chlorotoluene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Benzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Bromobenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Bromoform | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Bromomethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Carbon tetrachloride | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Chlorobenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Chloroethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Chloroform | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Chloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| cis-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| cis-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Dibromomethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Dichlorodifluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Ethylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Hexachlorobutadiene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Isopropylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| m,p-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 440-115606/4

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Method Blank

Prep Type: Total/NA

| Analyte | MB | MB | RL | MDL | Unit | D | Prepared | Analyzed | Dil Fac |
|---------------------------|--------|-----------|-----|-----|------|---|----------|----------------|---------|
| | Result | Qualifier | | | | | | | |
| Methylene Chloride | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Naphthalene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| n-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| N-Propylbenzene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| o-Xylene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| sec-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Styrene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| tert-Butylbenzene | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Tetrachloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Toluene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| trans-1,2-Dichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| trans-1,3-Dichloropropene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Trichloroethene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Trichlorofluoromethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Vinyl chloride | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| 1,2-Dibromoethane (EDB) | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Bromochloromethane | ND | | 5.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Bromodichloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| Dibromochloromethane | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |
| p-Isopropyltoluene | ND | | 2.0 | | ug/L | | | 07/03/13 21:41 | 1 |

| Surrogate | MB | MB | Limits | Prepared | Analyzed | Dil Fac |
|-----------------------------|-----------|-----------|----------|----------|----------------|---------|
| | %Recovery | Qualifier | | | | |
| Toluene-d8 (Surr) | 110 | | 80 - 120 | | 07/03/13 21:41 | 1 |
| 4-Bromofluorobenzene (Surr) | 97 | | 80 - 120 | | 07/03/13 21:41 | 1 |
| Dibromofluoromethane (Surr) | 94 | | 80 - 120 | | 07/03/13 21:41 | 1 |

Lab Sample ID: LCS 440-115606/5

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS | LCS | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|-------------|--------|-----------|------|---|------|--------------|
| | | Result | Qualifier | | | | |
| 1,1,1,2-Tetrachloroethane | 25.0 | 23.2 | | ug/L | | 93 | 70 - 130 |
| 1,1,1-Trichloroethane | 25.0 | 21.5 | | ug/L | | 86 | 65 - 135 |
| 1,1,2,2-Tetrachloroethane | 25.0 | 26.1 | | ug/L | | 104 | 55 - 130 |
| 1,1,2-Trichloroethane | 25.0 | 24.7 | | ug/L | | 99 | 70 - 125 |
| 1,1-Dichloroethane | 25.0 | 23.6 | | ug/L | | 94 | 70 - 125 |
| 1,1-Dichloroethene | 25.0 | 26.6 | | ug/L | | 106 | 70 - 125 |
| 1,1-Dichloropropene | 25.0 | 25.5 | | ug/L | | 102 | 75 - 130 |
| 1,2,3-Trichlorobenzene | 25.0 | 23.5 | | ug/L | | 94 | 65 - 125 |
| 1,2,3-Trichloropropane | 25.0 | 23.9 | | ug/L | | 96 | 60 - 130 |
| 1,2,4-Trichlorobenzene | 25.0 | 23.4 | | ug/L | | 94 | 70 - 135 |
| 1,2,4-Trimethylbenzene | 25.0 | 26.8 | | ug/L | | 107 | 75 - 125 |
| 1,2-Dibromo-3-Chloropropane | 25.0 | 20.5 | | ug/L | | 82 | 50 - 135 |
| 1,2-Dichlorobenzene | 25.0 | 24.4 | | ug/L | | 98 | 75 - 120 |
| 1,2-Dichloroethane | 25.0 | 22.5 | | ug/L | | 90 | 60 - 140 |
| 1,2-Dichloropropane | 25.0 | 24.5 | | ug/L | | 98 | 70 - 125 |
| 1,3,5-Trimethylbenzene | 25.0 | 27.0 | | ug/L | | 108 | 75 - 125 |
| 1,3-Dichlorobenzene | 25.0 | 24.2 | | ug/L | | 97 | 75 - 120 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 440-115606/5

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

| Analyte | Spike Added | LCS Result | LCS Qualifier | Unit | D | %Rec | %Rec. Limits |
|---------------------------|-------------|------------|---------------|------|---|------|--------------|
| | | | | | | | |
| 1,3-Dichloropropane | 25.0 | 24.1 | | ug/L | | 96 | 70 - 120 |
| 1,4-Dichlorobenzene | 25.0 | 23.8 | | ug/L | | 95 | 75 - 120 |
| 2,2-Dichloropropane | 25.0 | 22.4 | | ug/L | | 89 | 65 - 140 |
| 2-Chlorotoluene | 25.0 | 25.1 | | ug/L | | 100 | 70 - 125 |
| 4-Chlorotoluene | 25.0 | 26.6 | | ug/L | | 107 | 75 - 125 |
| Benzene | 25.0 | 24.9 | | ug/L | | 100 | 70 - 120 |
| Bromobenzene | 25.0 | 25.2 | | ug/L | | 101 | 75 - 120 |
| Bromoform | 25.0 | 20.5 | | ug/L | | 82 | 55 - 130 |
| Bromomethane | 25.0 | 21.3 | | ug/L | | 85 | 65 - 140 |
| Carbon tetrachloride | 25.0 | 22.6 | | ug/L | | 90 | 65 - 140 |
| Chlorobenzene | 25.0 | 22.5 | | ug/L | | 90 | 75 - 120 |
| Chloroethane | 25.0 | 25.8 | | ug/L | | 103 | 60 - 140 |
| Chloroform | 25.0 | 23.9 | | ug/L | | 96 | 70 - 130 |
| Chloromethane | 25.0 | 21.2 | | ug/L | | 85 | 50 - 140 |
| cis-1,2-Dichloroethene | 25.0 | 27.7 | | ug/L | | 111 | 70 - 125 |
| cis-1,3-Dichloropropene | 25.0 | 29.6 | | ug/L | | 118 | 75 - 125 |
| Dibromomethane | 25.0 | 25.4 | | ug/L | | 101 | 70 - 125 |
| Dichlorodifluoromethane | 25.0 | 19.1 | | ug/L | | 77 | 35 - 155 |
| Ethylbenzene | 25.0 | 25.7 | | ug/L | | 103 | 75 - 125 |
| Hexachlorobutadiene | 25.0 | 19.4 | | ug/L | | 78 | 65 - 135 |
| Isopropylbenzene | 25.0 | 27.4 | | ug/L | | 110 | 75 - 130 |
| m,p-Xylene | 50.0 | 51.1 | | ug/L | | 102 | 75 - 125 |
| Methylene Chloride | 25.0 | 25.6 | | ug/L | | 102 | 55 - 130 |
| Naphthalene | 25.0 | 24.4 | | ug/L | | 98 | 55 - 135 |
| n-Butylbenzene | 25.0 | 27.2 | | ug/L | | 109 | 70 - 130 |
| N-Propylbenzene | 25.0 | 27.9 | | ug/L | | 112 | 75 - 130 |
| o-Xylene | 25.0 | 25.7 | | ug/L | | 103 | 75 - 125 |
| sec-Butylbenzene | 25.0 | 25.8 | | ug/L | | 103 | 70 - 125 |
| Styrene | 25.0 | 27.4 | | ug/L | | 110 | 75 - 130 |
| tert-Butylbenzene | 25.0 | 26.2 | | ug/L | | 105 | 70 - 125 |
| Tetrachloroethene | 25.0 | 22.4 | | ug/L | | 89 | 70 - 125 |
| Toluene | 25.0 | 25.7 | | ug/L | | 103 | 70 - 120 |
| trans-1,2-Dichloroethene | 25.0 | 26.6 | | ug/L | | 106 | 70 - 125 |
| trans-1,3-Dichloropropene | 25.0 | 26.1 | | ug/L | | 105 | 70 - 125 |
| Trichloroethene | 25.0 | 23.6 | | ug/L | | 95 | 70 - 125 |
| Trichlorofluoromethane | 25.0 | 26.5 | | ug/L | | 106 | 65 - 145 |
| Vinyl chloride | 25.0 | 22.4 | | ug/L | | 90 | 55 - 135 |
| 1,2-Dibromoethane (EDB) | 25.0 | 23.6 | | ug/L | | 94 | 75 - 125 |
| Bromochloromethane | 25.0 | 22.4 | | ug/L | | 89 | 70 - 130 |
| Bromodichloromethane | 25.0 | 24.7 | | ug/L | | 99 | 70 - 135 |
| Dibromochloromethane | 25.0 | 23.6 | | ug/L | | 94 | 70 - 140 |
| p-Isopropyltoluene | 25.0 | 23.8 | | ug/L | | 95 | 75 - 125 |

| Surrogate | LCS LCS | | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 110 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 98 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 100 | | 80 - 120 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50513-E-1 MS

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 27.7 | | ug/L | | 111 | 65 - 140 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 24.8 | | ug/L | | 99 | 65 - 140 |
| 1,1,2,2-Tetrachloroethane | ND | | 25.0 | 28.2 | | ug/L | | 113 | 55 - 135 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 27.1 | | ug/L | | 108 | 65 - 130 |
| 1,1-Dichloroethane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 130 |
| 1,1-Dichloroethene | ND | | 25.0 | 29.1 | | ug/L | | 117 | 60 - 130 |
| 1,1-Dichloropropene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 70 - 135 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 26.5 | | ug/L | | 106 | 60 - 135 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 27.3 | | ug/L | | 109 | 55 - 135 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 135 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 29.9 | | ug/L | | 120 | 55 - 135 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 23.1 | | ug/L | | 92 | 45 - 145 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 27.5 | | ug/L | | 110 | 75 - 125 |
| 1,2-Dichloroethane | ND | | 25.0 | 24.2 | | ug/L | | 97 | 60 - 140 |
| 1,2-Dichloropropane | ND | | 25.0 | 27.9 | | ug/L | | 112 | 65 - 130 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 30.7 | | ug/L | | 123 | 70 - 130 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 27.8 | | ug/L | | 111 | 75 - 125 |
| 1,3-Dichloropropane | ND | | 25.0 | 28.1 | | ug/L | | 112 | 65 - 135 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.9 | | ug/L | | 107 | 75 - 125 |
| 2,2-Dichloropropane | ND | | 25.0 | 26.1 | | ug/L | | 104 | 60 - 145 |
| 2-Chlorotoluene | ND | | 25.0 | 29.2 | | ug/L | | 117 | 65 - 135 |
| 4-Chlorotoluene | ND | | 25.0 | 30.4 | | ug/L | | 122 | 70 - 135 |
| Benzene | ND | | 25.0 | 27.4 | | ug/L | | 110 | 65 - 125 |
| Bromobenzene | ND | | 25.0 | 28.4 | | ug/L | | 113 | 70 - 125 |
| Bromoform | ND | | 25.0 | 24.4 | | ug/L | | 97 | 55 - 135 |
| Bromomethane | ND | | 25.0 | 23.2 | | ug/L | | 93 | 55 - 145 |
| Carbon tetrachloride | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 140 |
| Chlorobenzene | ND | | 25.0 | 26.7 | | ug/L | | 107 | 75 - 125 |
| Chloroethane | ND | | 25.0 | 27.3 | | ug/L | | 109 | 55 - 140 |
| Chloroform | ND | | 25.0 | 25.7 | | ug/L | | 103 | 65 - 135 |
| Chloromethane | ND | | 25.0 | 22.1 | | ug/L | | 88 | 45 - 145 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 30.6 | | ug/L | | 123 | 65 - 130 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 31.4 | | ug/L | | 125 | 70 - 130 |
| Dibromomethane | ND | | 25.0 | 27.9 | | ug/L | | 112 | 65 - 135 |
| Dichlorodifluoromethane | ND | | 25.0 | 21.7 | | ug/L | | 87 | 25 - 155 |
| Ethylbenzene | ND | | 25.0 | 30.0 | | ug/L | | 120 | 65 - 130 |
| Hexachlorobutadiene | ND | | 25.0 | 21.9 | | ug/L | | 88 | 60 - 135 |
| Isopropylbenzene | ND | | 25.0 | 30.7 | | ug/L | | 123 | 70 - 135 |
| m,p-Xylene | ND | | 50.0 | 59.9 | | ug/L | | 120 | 65 - 130 |
| Methylene Chloride | ND | | 25.0 | 28.5 | | ug/L | | 114 | 50 - 135 |
| Naphthalene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 50 - 140 |
| n-Butylbenzene | ND | | 25.0 | 30.9 | | ug/L | | 124 | 65 - 135 |
| N-Propylbenzene | ND | | 25.0 | 31.1 | | ug/L | | 124 | 70 - 135 |
| o-Xylene | ND | | 25.0 | 29.1 | | ug/L | | 116 | 65 - 125 |
| sec-Butylbenzene | ND | | 25.0 | 29.6 | | ug/L | | 119 | 70 - 125 |
| Styrene | ND | | 25.0 | 31.1 | | ug/L | | 124 | 50 - 145 |
| tert-Butylbenzene | ND | | 25.0 | 29.1 | | ug/L | | 116 | 65 - 130 |
| Tetrachloroethene | ND | | 25.0 | 25.6 | | ug/L | | 103 | 65 - 130 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50513-E-1 MS

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Matrix Spike

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MS | MS | Unit | D | %Rec | %Rec. Limits |
|------------------------------------|------------------|------------------|---------------|--------|-----------|------|---|------|-----------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | |
| Toluene | ND | | 25.0 | 27.6 | | ug/L | | 110 | 70 - 125 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 30.2 | | ug/L | | 121 | 65 - 130 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 28.6 | | ug/L | | 115 | 65 - 135 |
| Trichloroethene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 125 |
| Trichlorofluoromethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 60 - 145 |
| Vinyl chloride | ND | | 25.0 | 24.7 | | ug/L | | 99 | 45 - 140 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 28.1 | | ug/L | | 112 | 70 - 130 |
| Bromochloromethane | ND | | 25.0 | 24.6 | | ug/L | | 98 | 65 - 135 |
| Bromodichloromethane | ND | | 25.0 | 26.8 | | ug/L | | 107 | 70 - 135 |
| Dibromochloromethane | ND | | 25.0 | 27.9 | | ug/L | | 112 | 65 - 140 |
| p-Isopropyltoluene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 130 |
| | | MS MS | | | | | | | |
| Surrogate | %Recovery | Qualifier | Limits | | | | | | |
| <i>Toluene-d8 (Surr)</i> | 109 | | 80 - 120 | | | | | | |
| <i>4-Bromofluorobenzene (Surr)</i> | 103 | | 80 - 120 | | | | | | |
| <i>Dibromofluoromethane (Surr)</i> | 100 | | 80 - 120 | | | | | | |

Lab Sample ID: 440-50513-E-1 MSD

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. Limits | RPD | RPD Limit |
|-----------------------------|--------|-----------|-------|--------|-----------|------|---|------|-----------------|-----|--------------|
| | Result | Qualifier | Added | Result | Qualifier | | | | | | |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 26.1 | | ug/L | | 104 | 65 - 140 | 6 | 20 |
| 1,1,1-Trichloroethane | ND | | 25.0 | 25.2 | | ug/L | | 101 | 65 - 140 | 2 | 20 |
| 1,1,1,2-Tetrachloroethane | ND | | 25.0 | 28.8 | | ug/L | | 115 | 55 - 135 | 2 | 30 |
| 1,1,2-Trichloroethane | ND | | 25.0 | 27.1 | | ug/L | | 108 | 65 - 130 | 0 | 25 |
| 1,1-Dichloroethane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 130 | 0 | 20 |
| 1,1-Dichloroethene | ND | | 25.0 | 30.5 | | ug/L | | 122 | 60 - 130 | 5 | 20 |
| 1,1-Dichloropropene | ND | | 25.0 | 29.0 | | ug/L | | 116 | 70 - 135 | 5 | 20 |
| 1,2,3-Trichlorobenzene | ND | | 25.0 | 26.3 | | ug/L | | 105 | 60 - 135 | 1 | 20 |
| 1,2,3-Trichloropropane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 55 - 135 | 4 | 30 |
| 1,2,4-Trichlorobenzene | ND | | 25.0 | 26.9 | | ug/L | | 108 | 65 - 135 | 1 | 20 |
| 1,2,4-Trimethylbenzene | ND | | 25.0 | 30.2 | | ug/L | | 121 | 55 - 135 | 1 | 25 |
| 1,2-Dibromo-3-Chloropropane | ND | | 25.0 | 23.3 | | ug/L | | 93 | 45 - 145 | 1 | 30 |
| 1,2-Dichlorobenzene | ND | | 25.0 | 27.6 | | ug/L | | 110 | 75 - 125 | 0 | 20 |
| 1,2-Dichloroethane | ND | | 25.0 | 24.8 | | ug/L | | 99 | 60 - 140 | 3 | 20 |
| 1,2-Dichloropropane | ND | | 25.0 | 28.1 | | ug/L | | 112 | 65 - 130 | 0 | 20 |
| 1,3,5-Trimethylbenzene | ND | | 25.0 | 30.0 | | ug/L | | 120 | 70 - 130 | 2 | 20 |
| 1,3-Dichlorobenzene | ND | | 25.0 | 27.6 | | ug/L | | 111 | 75 - 125 | 1 | 20 |
| 1,3-Dichloropropane | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 135 | 5 | 25 |
| 1,4-Dichlorobenzene | ND | | 25.0 | 26.6 | | ug/L | | 106 | 75 - 125 | 1 | 20 |
| 2,2-Dichloropropane | ND | | 25.0 | 28.0 | | ug/L | | 112 | 60 - 145 | 7 | 25 |
| 2-Chlorotoluene | ND | | 25.0 | 28.4 | | ug/L | | 114 | 65 - 135 | 3 | 20 |
| 4-Chlorotoluene | ND | | 25.0 | 30.4 | | ug/L | | 121 | 70 - 135 | 0 | 20 |
| Benzene | ND | | 25.0 | 28.5 | | ug/L | | 114 | 65 - 125 | 4 | 20 |
| Bromobenzene | ND | | 25.0 | 28.7 | | ug/L | | 115 | 70 - 125 | 1 | 20 |
| Bromoform | ND | | 25.0 | 23.7 | | ug/L | | 95 | 55 - 135 | 3 | 25 |
| Bromomethane | ND | | 25.0 | 24.6 | | ug/L | | 99 | 55 - 145 | 6 | 25 |

TestAmerica Irvine

QC Sample Results

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 440-50513-E-1 MSD

Matrix: Water

Analysis Batch: 115606

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

| Analyte | Sample | Sample | Spike | MSD | MSD | Unit | D | %Rec | %Rec. | RPD | Limit |
|---------------------------|--------|-----------|-------|--------|-----------|------|---|------|----------|-----|-------|
| | Result | Qualifier | Added | Result | Qualifier | | | | Limits | | |
| Carbon tetrachloride | ND | | 25.0 | 25.5 | | ug/L | | 102 | 65 - 140 | 1 | 25 |
| Chlorobenzene | ND | | 25.0 | 24.9 | | ug/L | | 99 | 75 - 125 | 7 | 20 |
| Chloroethane | ND | | 25.0 | 30.0 | | ug/L | | 120 | 55 - 140 | 9 | 25 |
| Chloroform | ND | | 25.0 | 26.8 | | ug/L | | 107 | 65 - 135 | 4 | 20 |
| Chloromethane | ND | | 25.0 | 23.6 | | ug/L | | 94 | 45 - 145 | 6 | 25 |
| cis-1,2-Dichloroethene | ND | | 25.0 | 30.4 | | ug/L | | 122 | 65 - 130 | 1 | 20 |
| cis-1,3-Dichloropropene | ND | | 25.0 | 32.6 | F | ug/L | | 131 | 70 - 130 | 4 | 20 |
| Dibromomethane | ND | | 25.0 | 27.0 | | ug/L | | 108 | 65 - 135 | 3 | 25 |
| Dichlorodifluoromethane | ND | | 25.0 | 22.1 | | ug/L | | 89 | 25 - 155 | 2 | 30 |
| Ethylbenzene | ND | | 25.0 | 28.4 | | ug/L | | 113 | 65 - 130 | 6 | 20 |
| Hexachlorobutadiene | ND | | 25.0 | 22.6 | | ug/L | | 91 | 60 - 135 | 3 | 20 |
| Isopropylbenzene | ND | | 25.0 | 30.9 | | ug/L | | 123 | 70 - 135 | 1 | 20 |
| m,p-Xylene | ND | | 50.0 | 57.3 | | ug/L | | 115 | 65 - 130 | 4 | 25 |
| Methylene Chloride | ND | | 25.0 | 28.9 | | ug/L | | 116 | 50 - 135 | 1 | 20 |
| Naphthalene | ND | | 25.0 | 27.7 | | ug/L | | 111 | 50 - 140 | 0 | 30 |
| n-Butylbenzene | ND | | 25.0 | 30.5 | | ug/L | | 122 | 65 - 135 | 1 | 20 |
| N-Propylbenzene | ND | | 25.0 | 31.0 | | ug/L | | 124 | 70 - 135 | 0 | 20 |
| o-Xylene | ND | | 25.0 | 27.8 | | ug/L | | 111 | 65 - 125 | 5 | 20 |
| sec-Butylbenzene | ND | | 25.0 | 30.0 | | ug/L | | 120 | 70 - 125 | 1 | 20 |
| Styrene | ND | | 25.0 | 29.3 | | ug/L | | 117 | 50 - 145 | 6 | 30 |
| tert-Butylbenzene | ND | | 25.0 | 29.3 | | ug/L | | 117 | 65 - 130 | 1 | 20 |
| Tetrachloroethene | ND | | 25.0 | 24.2 | | ug/L | | 97 | 65 - 130 | 6 | 20 |
| Toluene | ND | | 25.0 | 28.3 | | ug/L | | 113 | 70 - 125 | 3 | 20 |
| trans-1,2-Dichloroethene | ND | | 25.0 | 30.9 | | ug/L | | 123 | 65 - 130 | 2 | 20 |
| trans-1,3-Dichloropropene | ND | | 25.0 | 29.5 | | ug/L | | 118 | 65 - 135 | 3 | 25 |
| Trichloroethene | ND | | 25.0 | 26.4 | | ug/L | | 106 | 65 - 125 | 0 | 20 |
| Trichlorofluoromethane | ND | | 25.0 | 31.5 | | ug/L | | 126 | 60 - 145 | 5 | 25 |
| Vinyl chloride | ND | | 25.0 | 25.5 | | ug/L | | 102 | 45 - 140 | 3 | 30 |
| 1,2-Dibromoethane (EDB) | ND | | 25.0 | 26.1 | | ug/L | | 104 | 70 - 130 | 7 | 25 |
| Bromochloromethane | ND | | 25.0 | 26.3 | | ug/L | | 105 | 65 - 135 | 7 | 25 |
| Bromodichloromethane | ND | | 25.0 | 26.6 | | ug/L | | 107 | 70 - 135 | 0 | 20 |
| Dibromochloromethane | ND | | 25.0 | 26.6 | | ug/L | | 106 | 65 - 140 | 5 | 25 |
| p-Isopropyltoluene | ND | | 25.0 | 26.6 | | ug/L | | 107 | 65 - 130 | 1 | 20 |

| Surrogate | MSD | MSD | Limits |
|-----------------------------|-----------|-----------|----------|
| | %Recovery | Qualifier | |
| Toluene-d8 (Surr) | 113 | | 80 - 120 |
| 4-Bromofluorobenzene (Surr) | 102 | | 80 - 120 |
| Dibromofluoromethane (Surr) | 101 | | 80 - 120 |

QC Association Summary

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

GC/MS VOA

Analysis Batch: 115313

| Lab Sample ID | Client Sample ID | Prep Type | Matrix | Method | Prep Batch |
|-------------------|------------------------|-----------|--------|--------|------------|
| 440-50103-A-1 MS | Matrix Spike | Total/NA | Water | 8260B | |
| 440-50103-A-1 MSD | Matrix Spike Duplicate | Total/NA | Water | 8260B | |
| 440-50508-1 | TB1 | Total/NA | Water | 8260B | |
| 440-50508-4 | MW7 | Total/NA | Water | 8260B | |
| 440-50508-5 | MW3 | Total/NA | Water | 8260B | |
| 440-50508-6 | MW6 | Total/NA | Water | 8260B | |
| LCS 440-115313/5 | Lab Control Sample | Total/NA | Water | 8260B | |
| MB 440-115313/4 | Method Blank | Total/NA | Water | 8260B | |

Analysis Batch: 115321

| Lab Sample ID | Client Sample ID | Prep Type | Matrix | Method | Prep Batch |
|-------------------|------------------------|-----------|--------|--------|------------|
| 440-50456-A-2 MS | Matrix Spike | Total/NA | Water | 8260B | |
| 440-50456-A-2 MSD | Matrix Spike Duplicate | Total/NA | Water | 8260B | |
| 440-50508-7 | MW5 | Total/NA | Water | 8260B | |
| 440-50508-12 | EW3 | Total/NA | Water | 8260B | |
| 440-50508-13 | EW2 | Total/NA | Water | 8260B | |
| 440-50508-14 | MW9 | Total/NA | Water | 8260B | |
| LCS 440-115321/5 | Lab Control Sample | Total/NA | Water | 8260B | |
| MB 440-115321/4 | Method Blank | Total/NA | Water | 8260B | |

Analysis Batch: 115407

| Lab Sample ID | Client Sample ID | Prep Type | Matrix | Method | Prep Batch |
|------------------|--------------------|-----------|--------|--------|------------|
| 440-50508-3 | MW8 | Total/NA | Water | 8260B | |
| 440-50508-3 MS | MW8 | Total/NA | Water | 8260B | |
| 440-50508-3 MSD | MW8 | Total/NA | Water | 8260B | |
| LCS 440-115407/5 | Lab Control Sample | Total/NA | Water | 8260B | |
| MB 440-115407/4 | Method Blank | Total/NA | Water | 8260B | |

Analysis Batch: 115578

| Lab Sample ID | Client Sample ID | Prep Type | Matrix | Method | Prep Batch |
|-------------------|------------------------|-----------|--------|--------|------------|
| 440-50401-B-4 MS | Matrix Spike | Total/NA | Water | 8260B | |
| 440-50401-B-4 MSD | Matrix Spike Duplicate | Total/NA | Water | 8260B | |
| 440-50508-2 | MW1 | Total/NA | Water | 8260B | |
| 440-50508-15 | EW1 | Total/NA | Water | 8260B | |
| LCS 440-115578/5 | Lab Control Sample | Total/NA | Water | 8260B | |
| MB 440-115578/6 | Method Blank | Total/NA | Water | 8260B | |

Analysis Batch: 115606

| Lab Sample ID | Client Sample ID | Prep Type | Matrix | Method | Prep Batch |
|-------------------|------------------------|-----------|--------|--------|------------|
| 440-50508-8 | MW11A | Total/NA | Water | 8260B | |
| 440-50508-9 | MW11B | Total/NA | Water | 8260B | |
| 440-50508-10 | MW10A | Total/NA | Water | 8260B | |
| 440-50508-11 | MW10B | Total/NA | Water | 8260B | |
| 440-50508-16 | MW2 | Total/NA | Water | 8260B | |
| 440-50508-17 | MW4 | Total/NA | Water | 8260B | |
| 440-50513-E-1 MS | Matrix Spike | Total/NA | Water | 8260B | |
| 440-50513-E-1 MSD | Matrix Spike Duplicate | Total/NA | Water | 8260B | |
| LCS 440-115606/5 | Lab Control Sample | Total/NA | Water | 8260B | |
| MB 440-115606/4 | Method Blank | Total/NA | Water | 8260B | |

Definitions/Glossary

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Qualifiers

GC/MS VOA

| Qualifier | Qualifier Description |
|-----------|--------------------------------------|
| F | MS or MSD exceeds the control limits |

Glossary

| Abbreviation | These commonly used abbreviations may or may not be present in this report. |
|----------------|---|
| □ | Listed under the "D" column to designate that the result is reported on a dry weight basis |
| %R | Percent Recovery |
| CNF | Contains no Free Liquid |
| DER | Duplicate error ratio (normalized absolute difference) |
| DL, RA, RE, IN | Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample |
| DLC | Decision level concentration |
| MDA | Minimum detectable activity |
| EDL | Estimated Detection Limit |
| MDC | Minimum detectable concentration |
| MDL | Method Detection Limit |
| ML | Minimum Level (Dioxin) |
| NC | Not Calculated |
| ND | Not detected at the reporting limit (or MDL or EDL if shown) |
| PQL | Practical Quantitation Limit |
| QC | Quality Control |
| RER | Relative error ratio |
| RL | Reporting Limit or Requested Limit (Radiochemistry) |
| RPD | Relative Percent Difference, a measure of the relative difference between two points |
| TEF | Toxicity Equivalent Factor (Dioxin) |
| TEQ | Toxicity Equivalent Quotient (Dioxin) |

Certification Summary

Client: Turner Maclane Inc.
Project/Site: Fremont Dry Cleaners

TestAmerica Job ID: 440-50508-1

Laboratory: TestAmerica Irvine

All certifications held by this laboratory are listed. Not all certifications are applicable to this report.

| Authority | Program | EPA Region | Certification ID | Expiration Date |
|--------------------------|-----------------------------|------------|-------------------|-----------------|
| Alaska | State Program | 10 | CA01531 | 06-30-14 |
| Arizona | State Program | 9 | AZ0671 | 10-13-13 |
| California | LA Cty Sanitation Districts | 9 | 10256 | 01-31-14 |
| California | NELAP | 9 | 1108CA | 01-31-14 |
| California | State Program | 9 | 2706 | 06-30-14 |
| Guam | State Program | 9 | Cert. No. 12.002r | 01-28-14 * |
| Hawaii | State Program | 9 | N/A | 01-31-14 |
| Nevada | State Program | 9 | CA015312007A | 07-31-13 |
| New Mexico | State Program | 6 | N/A | 01-31-14 |
| Northern Mariana Islands | State Program | 9 | MP0002 | 01-31-14 |
| Oregon | NELAP | 10 | 4005 | 09-12-13 |
| USDA | Federal | | P330-09-00080 | 06-06-14 |
| USEPA UCMR | Federal | 1 | CA01531 | 01-31-15 |

* Expired certification is currently pending renewal and is considered valid.

TestAmerica Irvine



440-50508 Chain of Custody

BLAINE
TECH SERVICES, INC.
 1680 ROGERS AVENUE
 SAN JOSE, CALIFORNIA 95112-1105
 FAX (408) 573-7771
 PHONE (408) 573-0555

CHAIN OF
 CLIENT **Turner Maclane Inc.**
 SITE **Fremont Cleaners**
690 N. Ventura Road
Oxnard, CA

LAB: Test America
 440-50508
 Invoice and Report to:
 Timothy G. Bodkin, P.G., C.E.G.
tabodkin@comcast.net
 P.O. Box 962
 Montara, CA 94037

| SAMPLE I.D. | DATE | TIME | MATRIX | CONTAINERS | TOTAL | CONDUCT ANALYSIS TO DETECT | | ADD'L INFORMATION | STATUS | CONDITION | LAB SAMPLE # | | | | |
|--------------------|--------------------|-----------------|--------------|------------|--------------|----------------------------|-----------|-------------------|-----------|-----------|--------------|------|--------|------|------|
| | | | | | | VOCs (EPA 8260B) | | | | | | | | | |
| IB1 | 7-1-13 | 0700 | W | | 2 | X | | | | | | | | | |
| MW1 | | 1140 | W | | 3 | X | | | | | | | | | |
| EW6 | | 1216 | W | | 3 | | | | | | | | | | |
| MW8 | | 0745 | W | | 3 | X | | | | | | | | | |
| MW7 | | 0805 | W | | 3 | X | | | | | | | | | |
| MW3 | | 0815 | W | | 3 | X | | | | | | | | | |
| MW6 | | 1018 | W | | 3 | X | | | | | | | | | |
| MW5 | | 0935 | W | | 3 | X | | | | | | | | | |
| MW11A | | 1049 | W | | 3 | X | | | | | | | | | |
| MW11B | | 1057 | W | | 3 | X | | | | | | | | | |
| SAMPLING COMPLETED | 7-1-13 | 1400 | | | | | | | | | | | | | |
| RELEASED BY | <i>[Signature]</i> | | | | | Ben Steveny | DATE | 7-1-13 | TIME | 1530 | Nicole | DATE | 7-1-13 | TIME | 1530 |
| RELEASED BY | <i>[Signature]</i> | | | | | Nicole | DATE | 7-1-13 | TIME | 1825 | Ben Steveny | DATE | 7-1-13 | TIME | 1825 |
| SHIPPED BY | <i>[Signature]</i> | | | | | | DATE SENT | | TIME SENT | | | DATE | 7-1-13 | TIME | 1825 |

Page 1 of 2

5.4/4.9

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13

Login Sample Receipt Checklist

Client: Turner Maclane Inc.

Job Number: 440-50508-1

Login Number: 50508

List Number: 1

Creator: Chy, Jonathan

List Source: TestAmerica Irvine

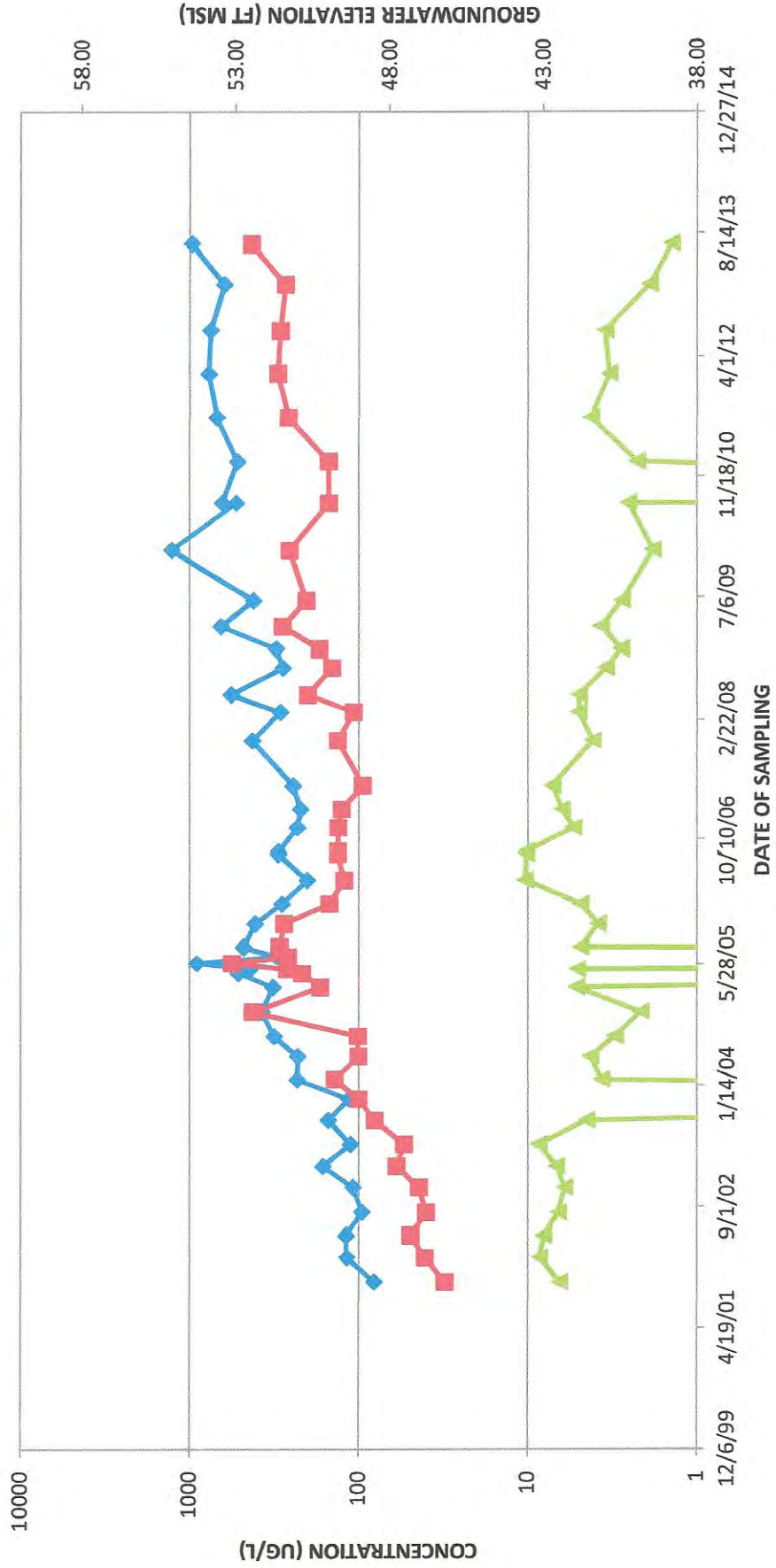
| Question | Answer | Comment |
|--|--------|-------------|
| Radioactivity wasn't checked or is <=/ background as measured by a survey meter. | N/A | |
| The cooler's custody seal, if present, is intact. | N/A | |
| Sample custody seals, if present, are intact. | N/A | |
| The cooler or samples do not appear to have been compromised or tampered with. | True | |
| Samples were received on ice. | True | |
| Cooler Temperature is acceptable. | True | |
| Cooler Temperature is recorded. | True | |
| COC is present. | True | |
| COC is filled out in ink and legible. | True | |
| COC is filled out with all pertinent information. | True | |
| Is the Field Sampler's name present on COC? | True | Ben Stevens |
| There are no discrepancies between the containers received and the COC. | True | |
| Samples are received within Holding Time. | True | |
| Sample containers have legible labels. | True | |
| Containers are not broken or leaking. | True | |
| Sample collection date/times are provided. | True | |
| Appropriate sample containers are used. | True | |
| Sample bottles are completely filled. | True | |
| Sample Preservation Verified. | N/A | |
| There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs | True | |
| Containers requiring zero headspace have no headspace or bubble is <6mm (1/4"). | True | |
| Multiphasic samples are not present. | N/A | |
| Samples do not require splitting or compositing. | True | |
| Residual Chlorine Checked. | N/A | |

APPENDIX C

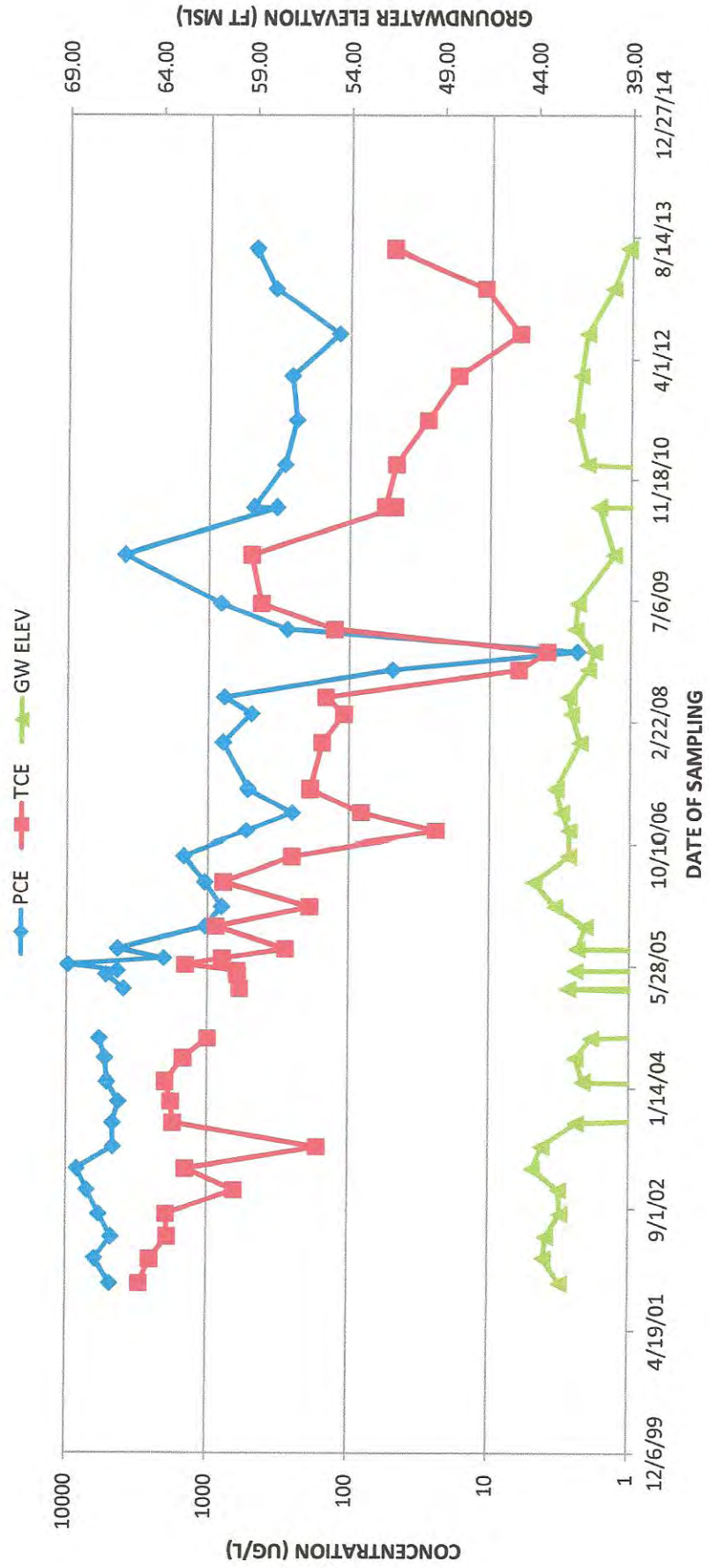
VOC CONCENTRATION VS. TIME GRAPHS

VOC CONCENTRATIONS VS. TIME MW-1

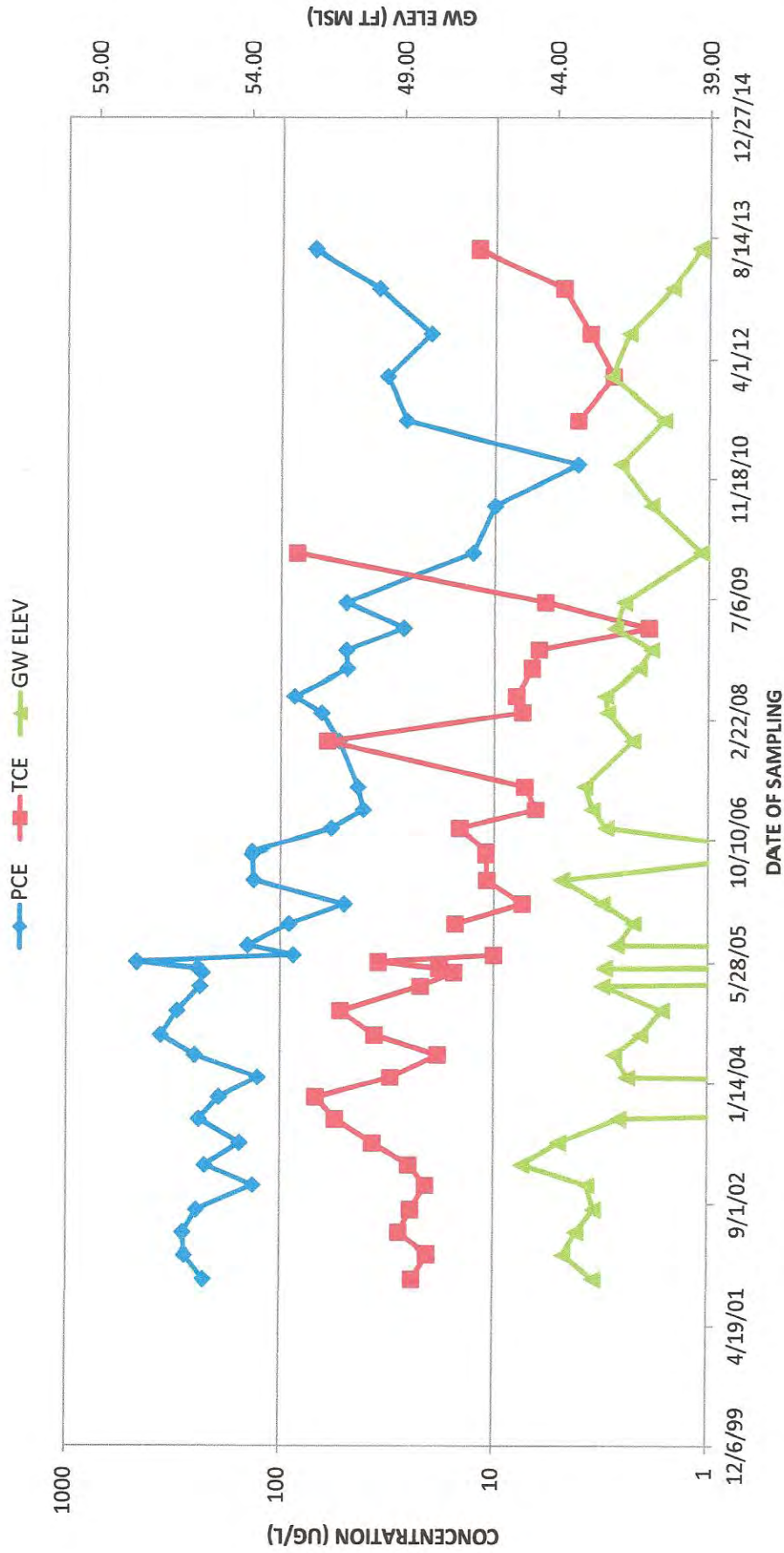
—●— PCE —■— TCE —▲— GW ELEV



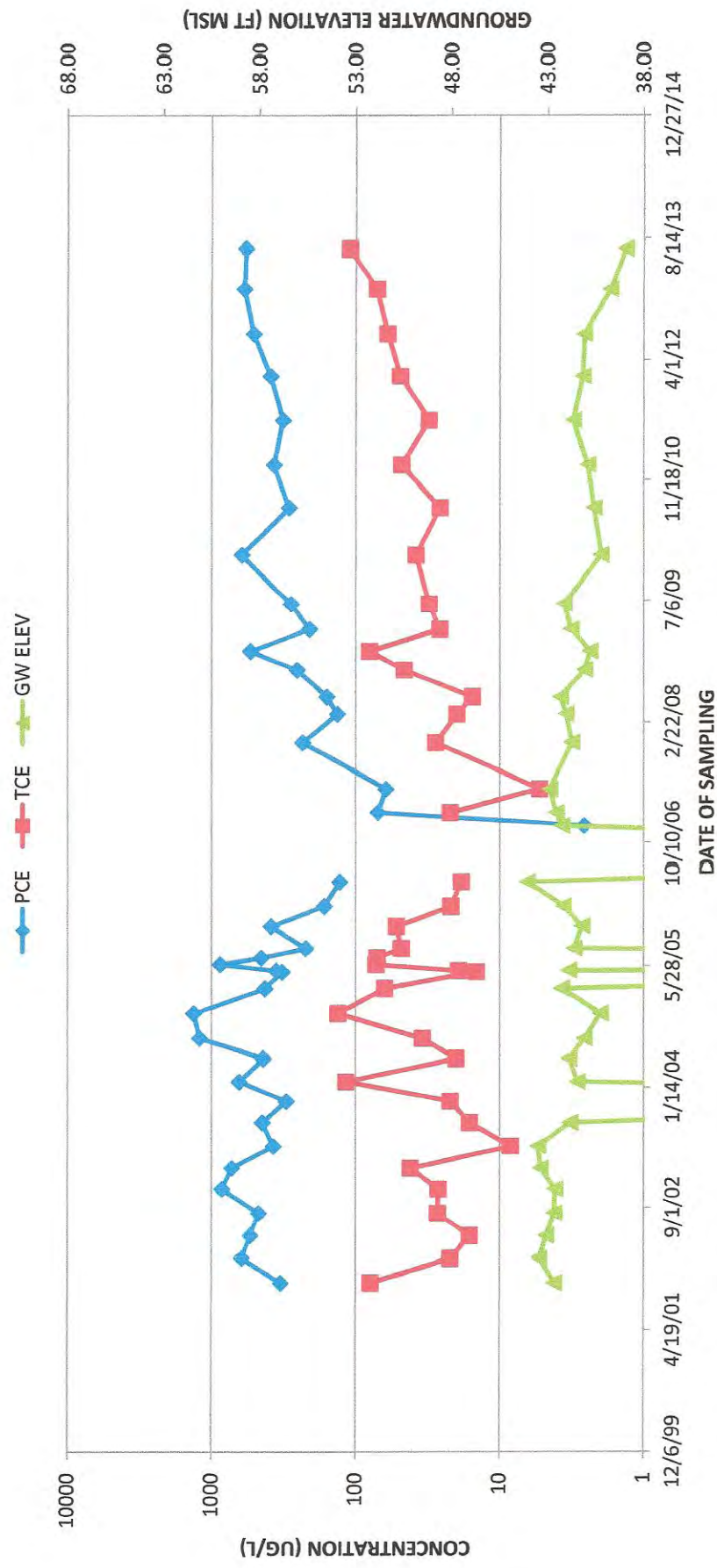
VOC CONCENTRATIONS VS. TIME MW-2



VOC CONCENTRATIONS VS. TIME MW-3

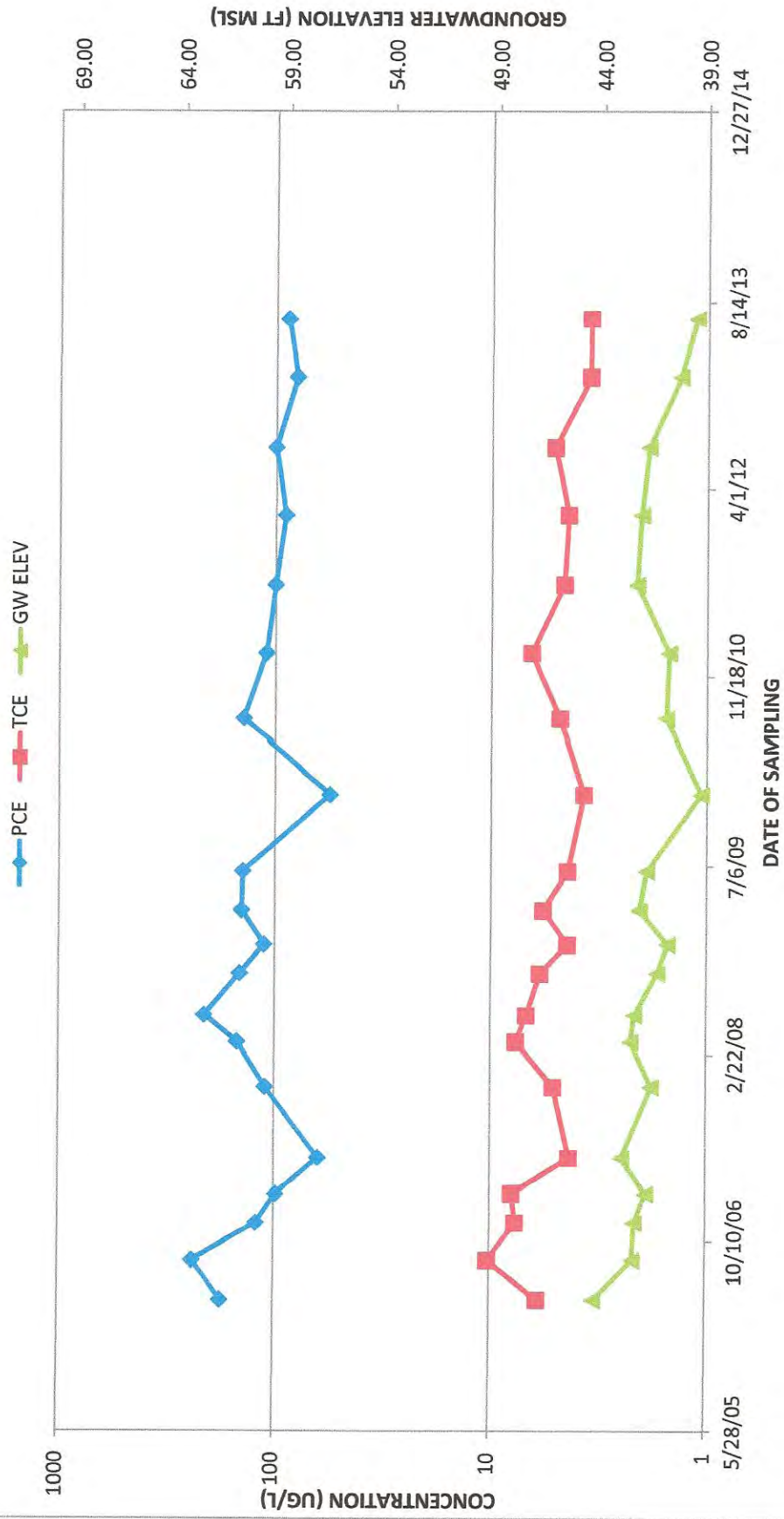


VOC CONCENTRATIONS VS. TIME MW-4



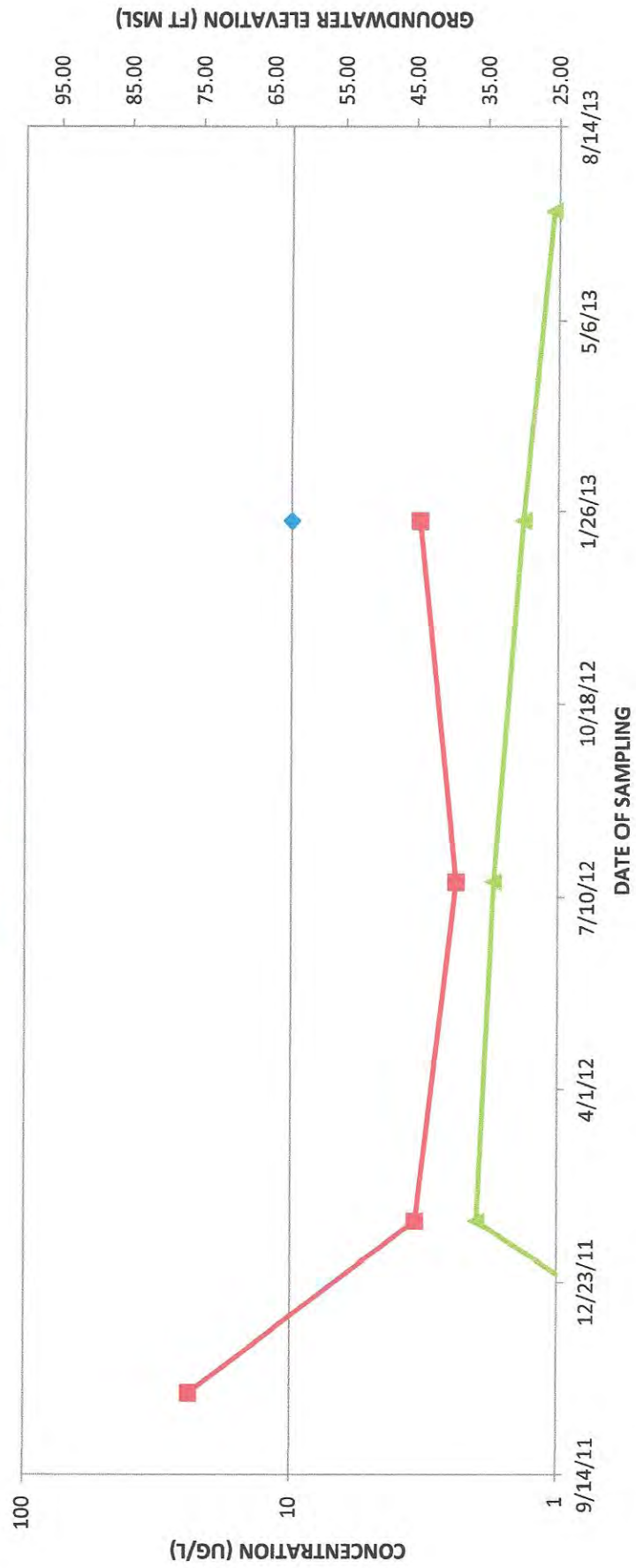
VOC CONCENTRATIONS VS. TIME

MW-7



VOC CONCENTRATIONS VS. TIME MW-9

PCE TCE GW ELEV



VOC CONCENTRATIONS VS. TIME MW-10A



VOC CONCENTRATIONS VS. TIME

MW-10B

◆ PCE ■ TCE ▲ GW ELEV

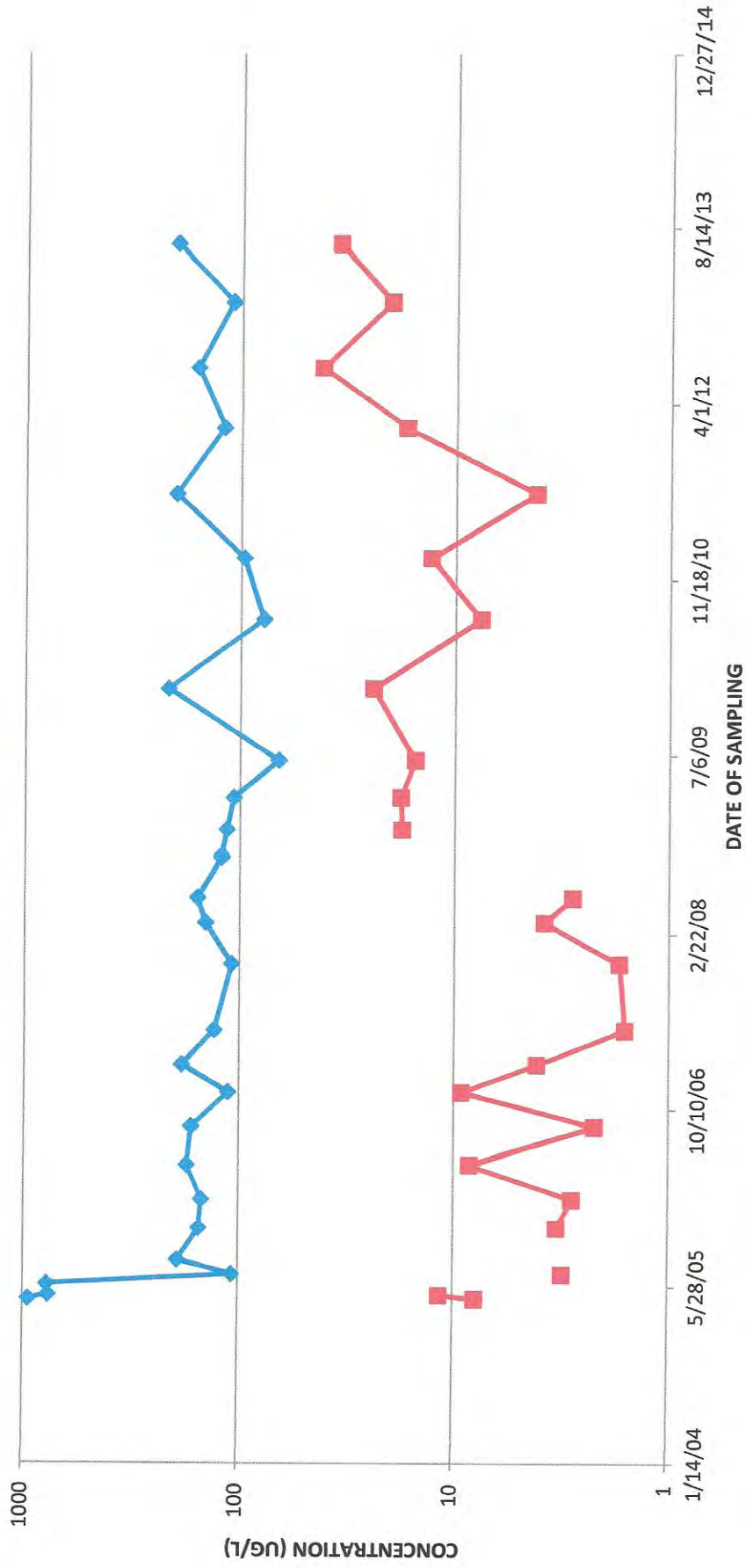


VOC CONCENTRATIONS VS. TIME MW-11A



VOC CONCENTRATIONS VS. TIME EW-1

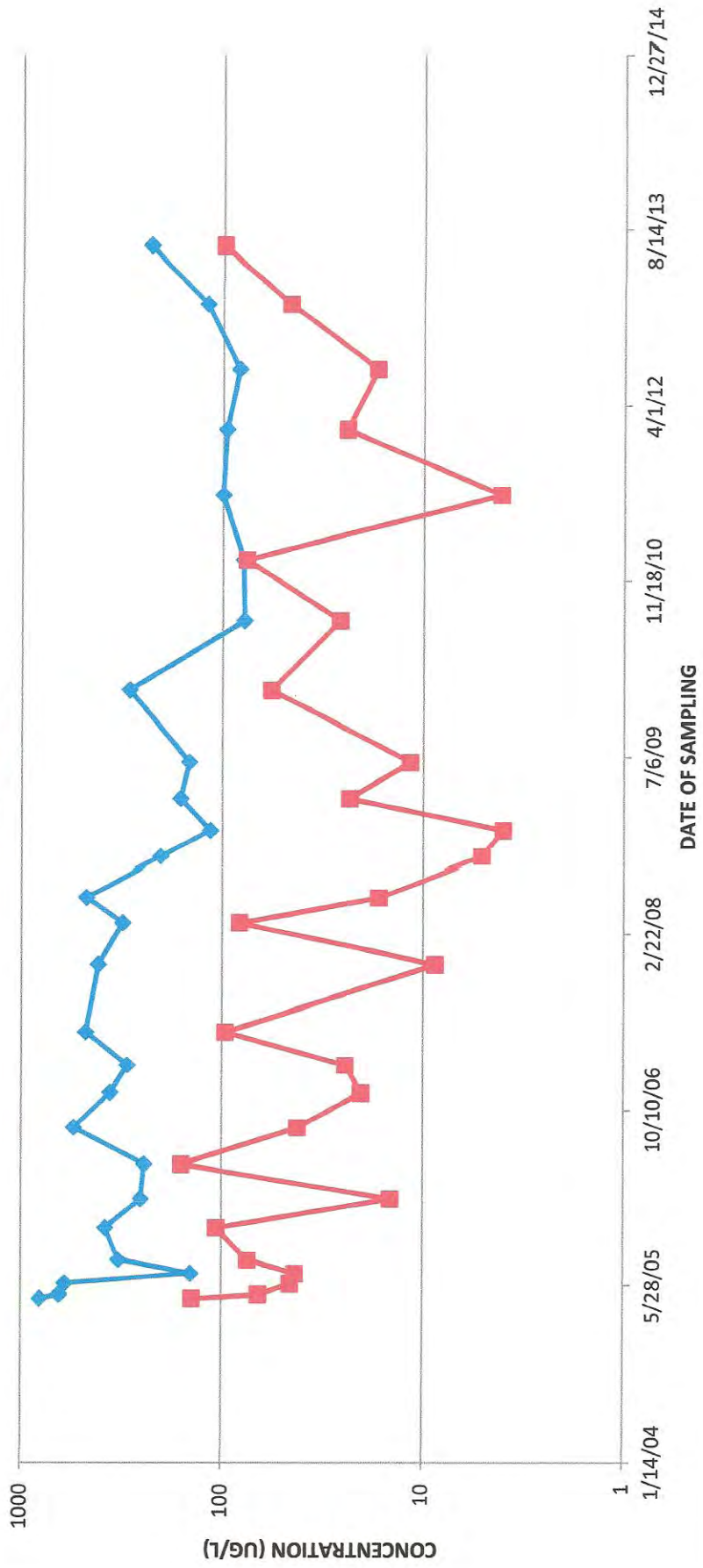
—◆— PCE —■— TCE



VOC CONCENTRATIONS VS. TIME

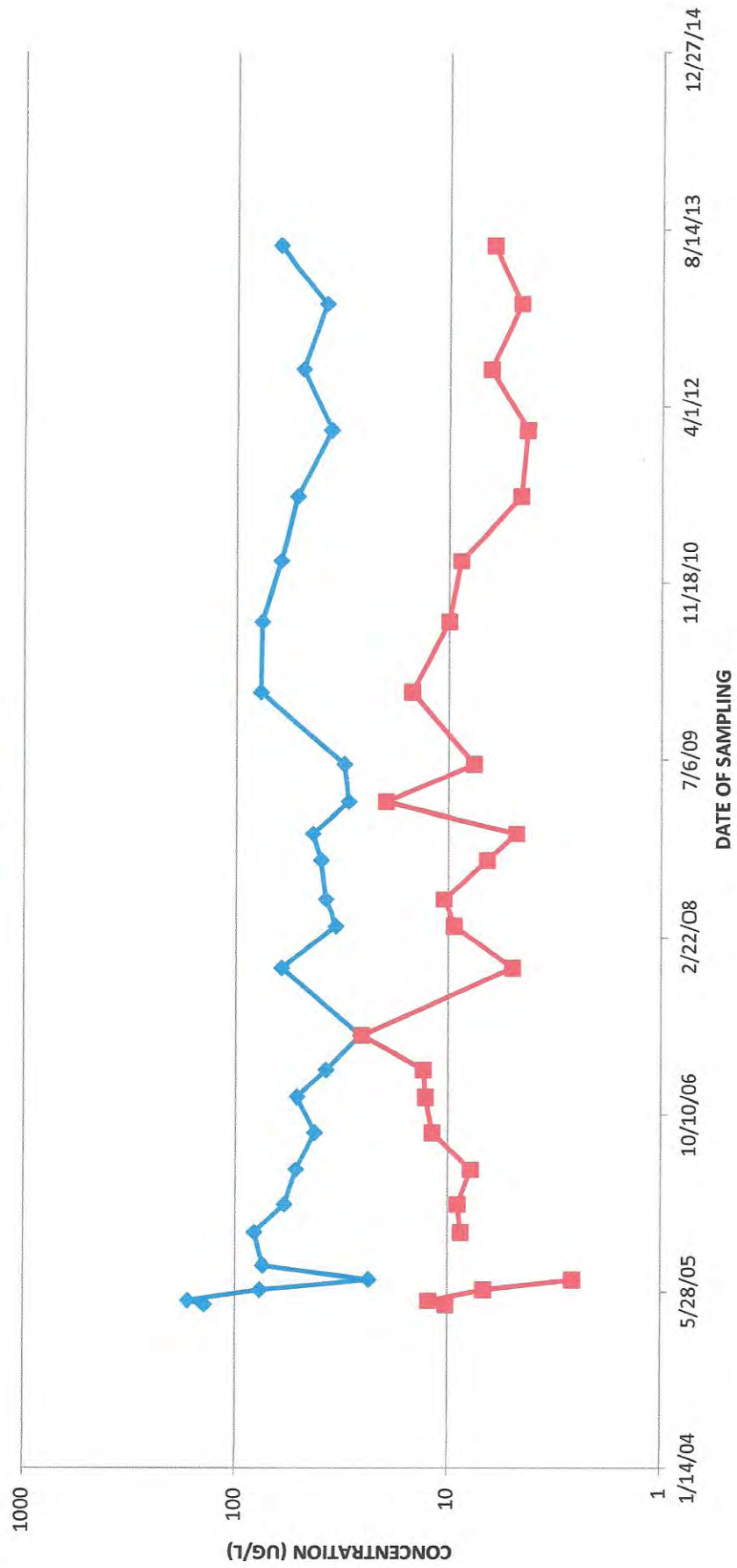
EW-2

—◆— PCE —■— TCE



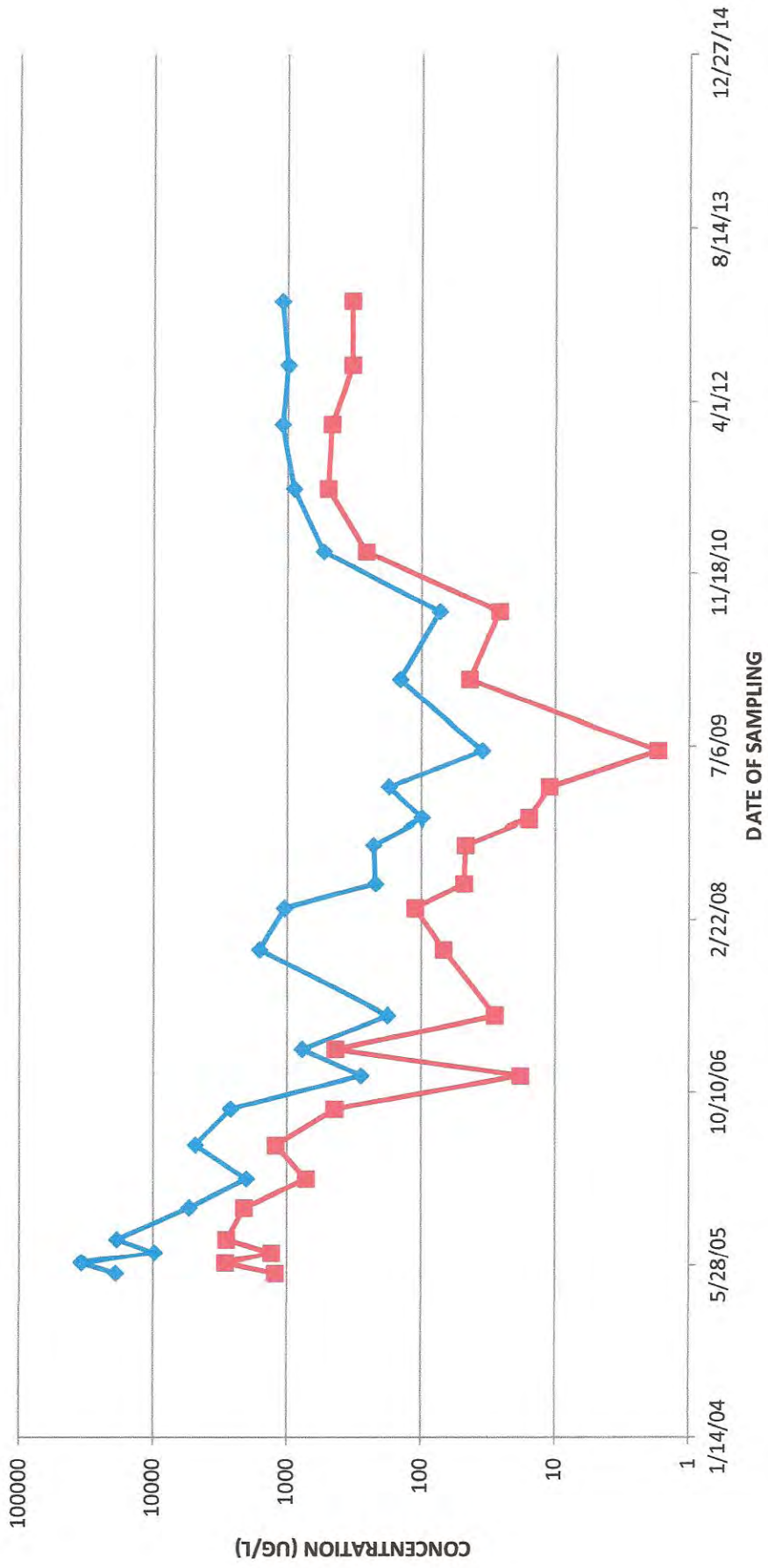
VOC CONCENTRATIONS VS. TIME EW-3

—◆— PCE —■— TCE



VOC CONCENTRATIONS VS. TIME EW-4

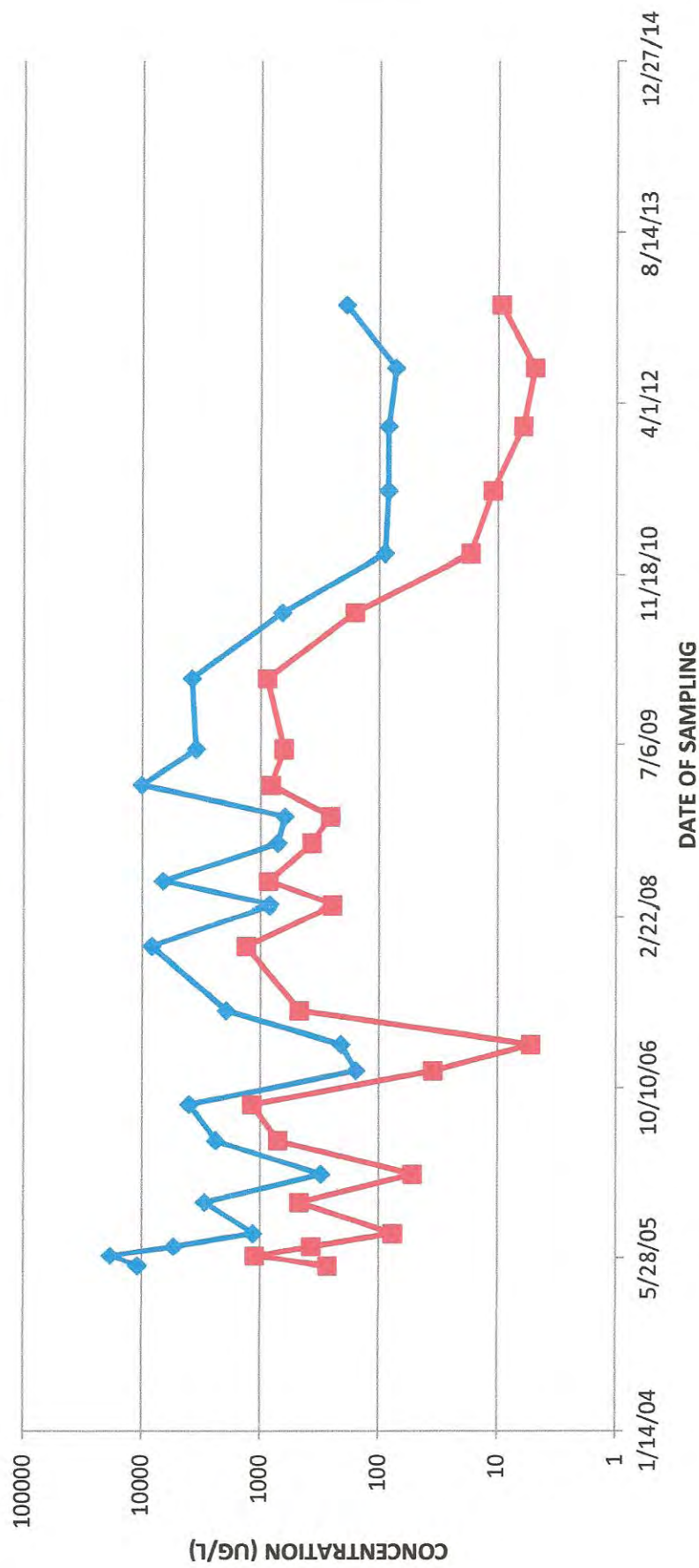
—◆— PCE —■— TCE



VOC CONCENTRATIONS VS. TIME

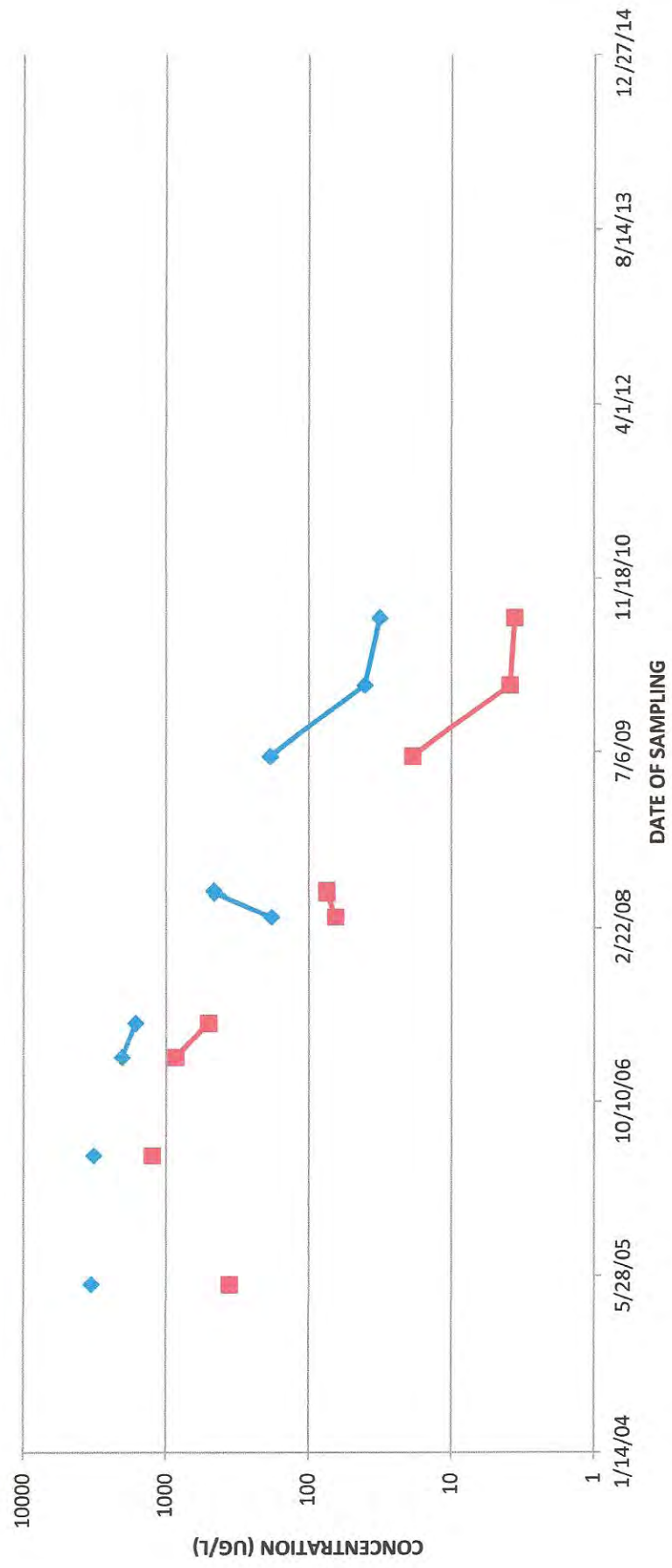
EW-5

—◆— PCE —■— TCE



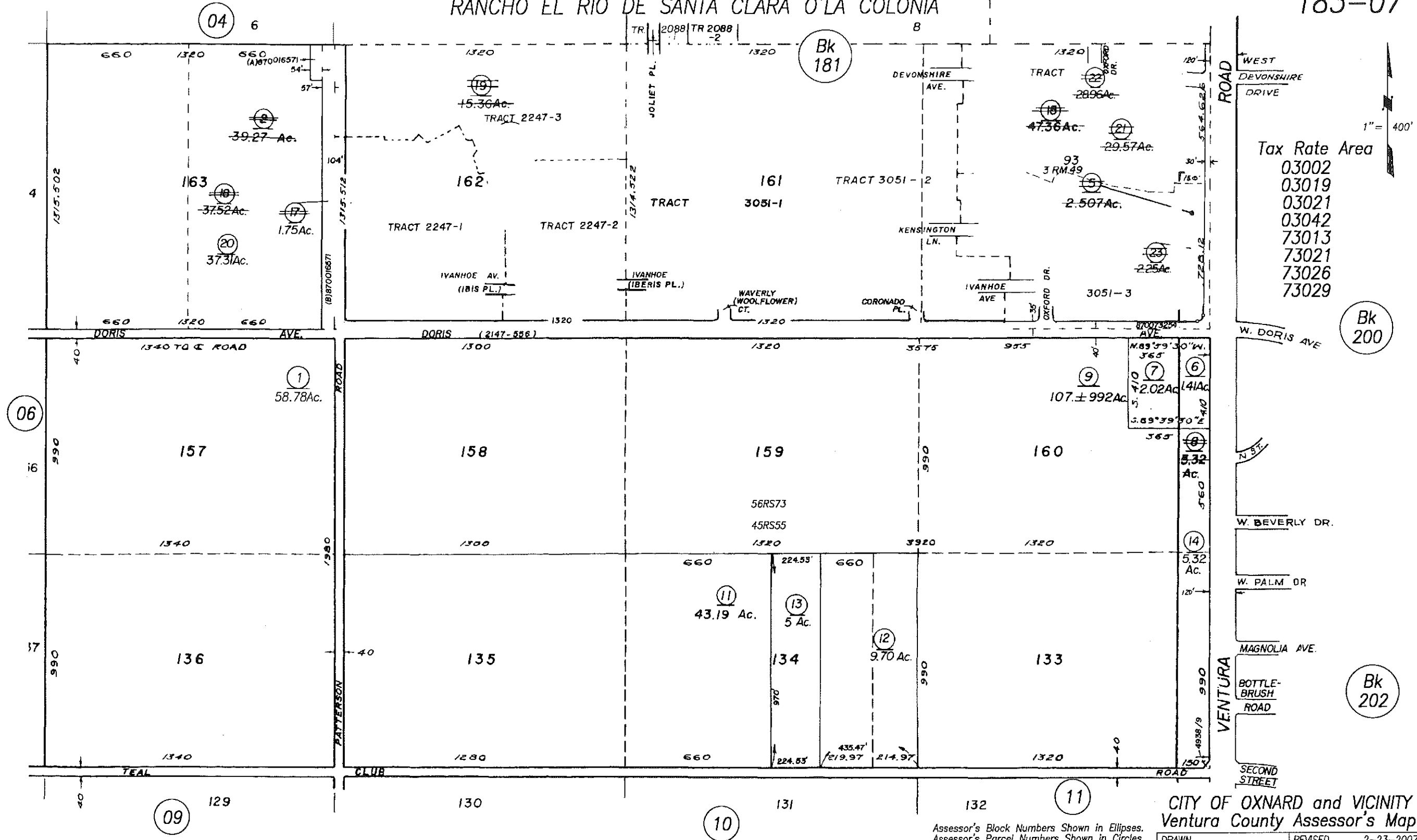
VOC CONCENTRATIONS VS. TIME EW-6

—◆— PCE —■— TCE



RANCHO EL RIO DE SANTA CLARA O'LA COLONIA

183-07



- Tax Rate Area
- 03002
 - 03019
 - 03021
 - 03042
 - 73013
 - 73021
 - 73026
 - 73029

Portion Patterson Ranch Sub., M.R. Bk.8, Pg.1
 Rancho El Rio de Santa Clara O'la Colonia, M.R. Bk.3, Pg.48

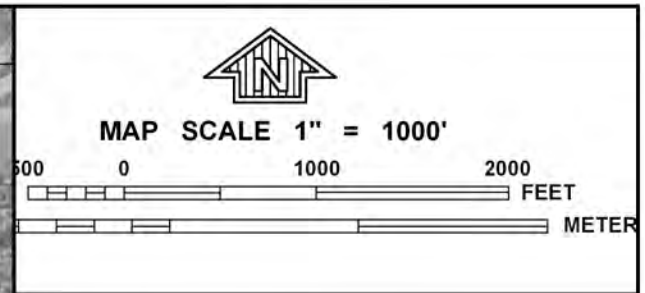
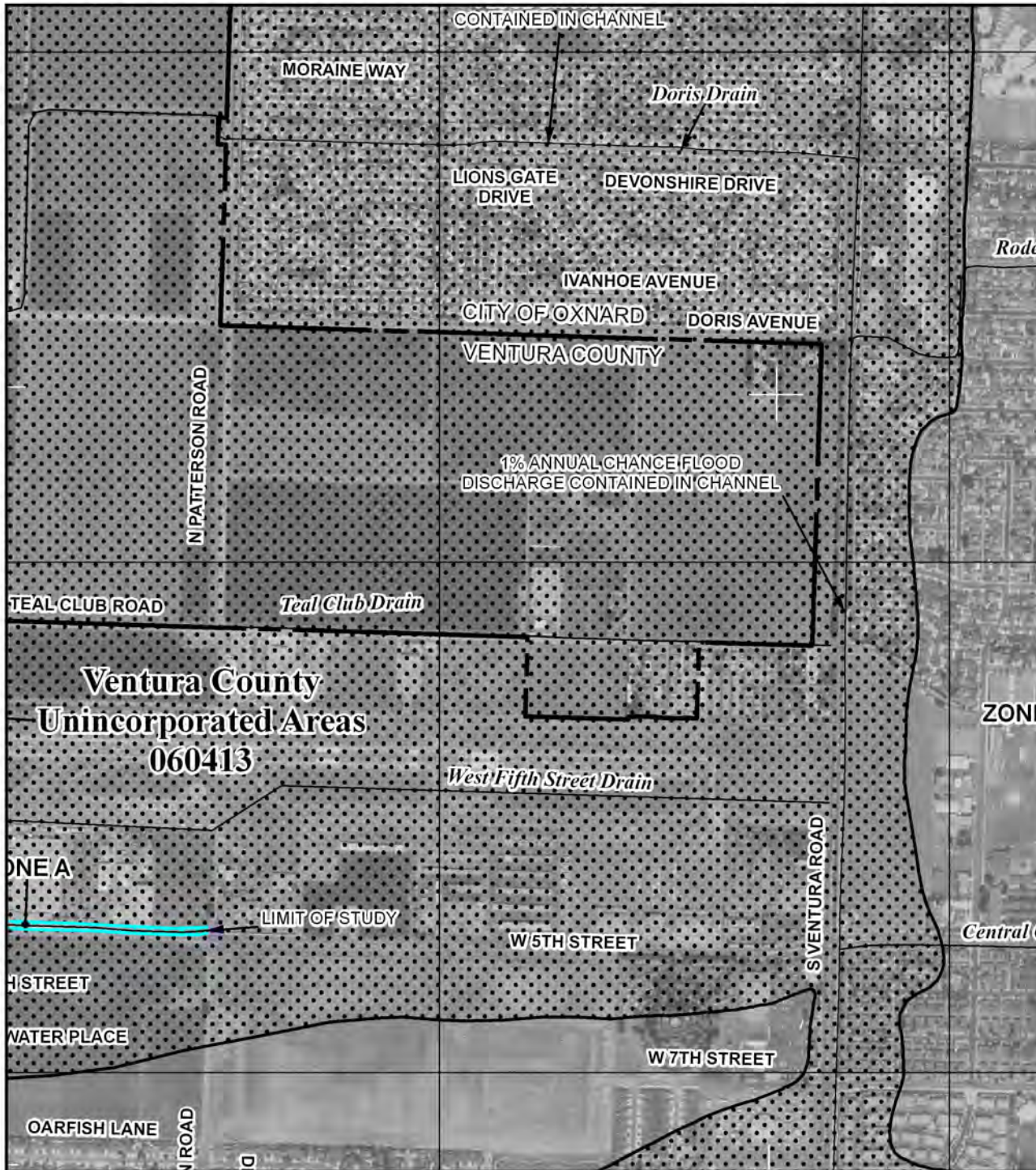
Assessor's Block Numbers Shown in Ellipses.
 Assessor's Parcel Numbers Shown in Circles.
 Assessor's Mineral Numbers Shown in Squares.

NOTE: ASSESSOR PARCELS SHOWN ON THIS PAGE
 DO NOT NECESSARILY CONSTITUTE LEGAL LOTS.
 CHECK WITH COUNTY SURVEYOR'S OFFICE OR
 PLANNING DIVISION TO VERIFY.

CITY OF OXNARD and VICINITY
 Ventura County Assessor's Map.

| | | |
|---------|---------|-----------|
| DRAWN | REVISED | 2-23-2007 |
| REDRAWN | CREATED | |
| INKED | PLOTTED | EFFECTIVE |
| | | ROLL |

Compiled By Ventura County Assessor's Office



NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0905E

FIRM
FLOOD INSURANCE RATE MAP

VENTURA COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 905 OF 1275
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|---------------------------|--------|-------|--------|
| OXNARD, CITY OF | 060417 | 0905 | E |
| SAN BUENAVENTURA, CITY OF | 060419 | 0905 | E |
| VENTURA COUNTY | 060413 | 0905 | E |

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
06111C0905E

EFFECTIVE DATE
JANUARY 20, 2010

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

| | |
|-----------------|--|
| ZONE A | No Base Flood Elevation determined. |
| ZONE AE | Base Flood Elevation determined. |
| ZONE AH | Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevation determined. |
| ZONE AO | Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of stands for flooding, velocities also determined. |
| ZONE AR | Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood. |
| ZONE A99 | Area to be protected from 1% annual chance flood by a federal flood protection system under construction; no Base Flood Elevation determined. |
| ZONE V | Coastal flood zone with velocity hazard (wave action); no Base Flood Elevation determined. |
| ZONE VE | Coastal flood zone with velocity hazard (wave action); Base Flood Elevation determined. |



FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.



OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.



OTHER AREAS

ZONE Y Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.



COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS



OTHERWISE PROTECTED AREAS (OPAs)

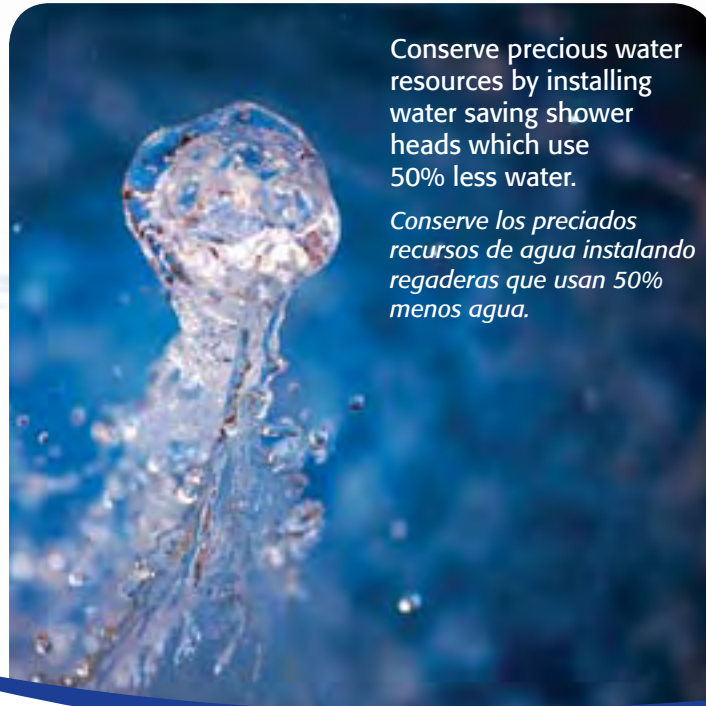
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.



* Referenced to the North American Vertical Datum of 1988



Water...essential to all life: Past, present and future.



Conserve precious water resources by installing water saving shower heads which use 50% less water.

Conserve los preciados recursos de agua instalando regaderas que usan 50% menos agua.

Consumer Confidence Report

2012 Annual Water Quality Report for City of Oxnard Water Customers

Informe Anual de Calidad del Agua Para los Clientes Consumidores de Agua en la Ciudad de Oxnard

Informe De Confiabilidad Para El Consumidor 2012

Informe Anual de Calidad del Agua Para los Clientes Consumidores de Agua en la Ciudad de Oxnard

Informe De Confiabilidad Para El Consumidor 2012

Consumer Confidence Report

2012 Annual Water Quality Report for City of Oxnard Water Customers



Water Resources Division
Public Works Department



Water Resources Division
Public Works Department



PRSR STD
U.S. POSTAGE
PAID
OXNARD, CA
PERMIT NO. 399

ECRWSS
POSTAL CUSTOMER

Tim Flynn
Mayor

Carmen Ramirez
Mayor Pro Tem

Bryan A. MacDonald
Councilman

Dorina Padilla
Councilmember

Bert Perello
Councilmember

City Council Office
300 West Third Street
Oxnard, CA 93030

Public Information
You are invited to attend any of the regularly scheduled City Council meetings:

When:
Every Tuesday at 6:00 PM

Where:
City Council Chambers
305 West Third Street
Oxnard, CA 93030
www.cityofoxnard.org
For more information, call:
(805) 385-8136

For additional information:
Environmental Protection Agency
Safe Drinking Water Hotline:
(800) 426-4791

This report is printed on 100% post consumer recycled paper.

One Yard at a Time

Ocean Friendly Gardens™ (OFG) classes and hands-on workshops made a splash this year with residents. Over 30 participants learned the principles of C.P.R. (conservation, permeability, retention) to transform their thirsty lawns into beautiful Ocean Friendly Gardens™.

A new component of the program was launched for Oxnard water customer participants: a one dollar per square foot of turf removal rebate. Teaming up with City Corps, the Water Resources Division offered assistance with OFG™ planning, design and installation.

Seven homeowners converted their thirsty-turf front yards to beautiful Ocean Friendly Gardens™ this year. For more information, call (805) 385-8339.



Transform your thirsty lawn into a beautiful OFG™: up to 90% less water, up to 70% less yard waste, up to 70% fewer maintenance hours, zero irrigation run off, and rain water harvesting.

Un jardín a la vez

Las clases y talleres de Ocean Friendly Gardens™ (OFG) fueron un éxito entre los residentes este año. Más de 30 participantes aprendieron los principios de C.P.R. (conservación, permeabilidad, retención) para transformar su sediento pasto en un lindo jardín tipo Ocean Friendly Gardens™.

Se lanzó un nuevo componente del programa para los participantes consumidores de agua de Oxnard: Un reembolso de un dolar por pie cuadrado de césped eliminado. Al asociarse con City Corps, la División de Recursos del Agua ofreció ayuda con la planificación, diseño e instalación de OFG™.

Siete propietarios de casa convirtieron sus sedientos jardines del frente de su casa en Ocean Friendly Gardens™ este año. Para mayor información, llame al (805) 385-8339.



Transforme su sediento pasto en un lindo jardín tipo OFG™: hasta 90% menos agua, hasta 70% menos de desperdicio del jardín, hasta 70% menos horas de mantenimiento, cero escurrimiento por irrigación y captación de agua pluvial.

Drinking Water Sources

The City of Oxnard Water Resources Division is the responsible agency that supervises and maintains the delivery of tap water within the City limits. In 2012 as well as in past years, the City is proud to have successfully met strict water guidelines set by the California Department of Public Health (CDPH) and the US Environmental Protection Agency (USEPA). Oxnard water is a blend of imported water purchased from Calleguas Municipal Water

District (CMWD), regional water purchased from United Water Conservation District (UWCD), and water produced by the City's wells.

Calleguas Municipal Water District

CMWD is a member agency of the Metropolitan Water District of Southern California (MWDSC), the major water wholesale agency for Southern California. The water originates in Northern California and is conveyed over 500 miles to Southern California via the State Water Project's system of reservoirs, aqueducts and pump stations. MWDSC then treats the water at its Joseph Jensen Filtration Facility and pumps it to CMWD in Thousand Oaks. CMWD stores some of the water from MWDSC for dry weather use and pumps the balance to the retail

water agencies in Ventura County, including Oxnard. CMWD performs regular watershed surveys of the area surrounding its Lake Bard in order to ensure that stored water maintains its high quality. When stored water in Lake Bard is needed, CMWD treats the water first at its Lake Bard Water Filtration Plant and then pumps the water to its retail water agencies. CMWD performs routine sampling and analysis of its treated water product.

United Water Conservation District

UWCD captures Santa Clara River Watershed water in Lake Piru, conveys the water via the Santa Clara River, diverts it at the Freeman Diversion, and recharges the groundwater of the Oxnard Plain via UWCD recharge facilities in El Rio and Saticoy. UWCD then pumps the recharged groundwater, treats it, and conveys it to the retail water agencies

of the Oxnard Plain, including Oxnard. UWCD performs regular watershed surveys of the Santa Clara River Watershed in order to ensure that stored and diverted water maintains its high quality, and performs routine sampling and analysis of its treated water product.

City of Oxnard Groundwater Wells

The City operates ten groundwater wells that are tested and monitored on a consistent basis to ensure that the water meets safe drinking water standards. The Water Resources Division also conducts routine source water assessments in order to detect potential contaminants in its groundwater before they become a problem. Potential sources of contaminants include: chemical and petroleum processing and storage facilities, historic gas stations, private septic systems, dry cleaners, metal plating, finishing and fabricating facilities, and agricultural drainage.

Fuentes de Agua Potable

La División de Recursos del Agua de la Ciudad de Oxnard es la agencia responsable de supervisar y suministrar el agua de la llave dentro del perímetro urbano. En 2012 así como en años anteriores estamos muy orgullosos de haber cumplido con éxito las estrictas normas establecidas por el Departamento de Salud Pública de California (CDPH) y la Agencia de Protección al Medio Ambiente de los Estados Unidos (USEPA). El agua de Oxnard es una mezcla de aguas importadas y adquiridas del Sistema de Agua del Distrito Municipal Calleguas (CMWD por sus siglas en inglés), agua regional adquirida del Distrito de Conservación de Aguas Unido (UWCD por sus siglas en inglés) y agua producida por los pozos de la Municipalidad.

El Sistema de Agua del Distrito Municipal Calleguas
El CMWD es una agencia afiliada al Sistema de Agua del Distrito Metropolitano del Sur

de California (MWDSC por sus siglas en inglés), el comercializador mayorista de agua más importante del Sur de California. El agua se origina en el Norte de California y es conducida a lo largo de 500 millas hasta el Sur de California a través de los sistemas de reservorios de los distintos Proyectos Hídricos del Estado, así como por acueductos y estaciones de bombeo. Luego, MWDSC trata el agua en su Instalación de Filtración Joseph Jensen y la bombea hacia CMWD en Thousand Oaks. CMWD almacena parte del agua que recibe de MWDSC para usarse en épocas de clima seco y, el resto, es bombeado hacia las agencias minoristas de agua en regiones en el Condado de Ventura, inclusive Oxnard. CMWD realiza estudios frecuentes de cuenca pluvial en el área que rodea su lago Lake Bard, con el fin de asegurar que el agua almacenada mantenga su alto grado de calidad. Cuando necesita usar el agua almacenada en el lago Lake Bard, CMWD primero la trata en su Planta de Filtración de Agua de Lake Bard y luego bombea el agua hacia sus agencias minoristas de agua. CMWD realiza muestreos y análisis rutinarios de su agua tratada.

El Distrito de Conservación de Agua Unido

El UWCD capta el agua de la Cuenca Pluvial del Río Santa Clara en el lago Piru, la transporta a través del Río Santa Clara y la desvía en el Desvío Freeman, y recarga el agua subterránea de la Planicie de Oxnard mediante las instalaciones de recarga de UWCD en El Río y Saticoy. Luego de esto, UWCD bombea el agua subterránea recargada, la trata, y la transporta a las agencias minoristas comercializadoras de agua de la Planicie de Oxnard, que incluye a Oxnard. UWCD realiza estudios frecuentes de la cuenca fluvial del Río Santa Clara con el fin de asegurar que el agua canalizada y almacenada mantenga su alto grado de calidad, tomando muestreos y análisis rutinarios de su agua tratada.

Los Pozos de Agua Subterránea de la Ciudad de Oxnard.

La Ciudad opera diez pozos de agua subterránea, la cual se analiza y examina

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Por favor comparta esta información con otras personas en su domicilio, poniendo este aviso en un espacio público o área común.

de manera consistente para asegurar que el agua satisface estándares de seguros de consumo. Además, la División de Recursos del Agua realiza evaluaciones rutinarias de las fuentes de agua para detectar potenciales contaminantes en sus aguas subterráneas, antes de que se conviertan en un problema. Las fuentes potenciales contaminantes incluyen: instalaciones de procesamiento y almacenaje de productos químicos y petróleo, gasolineras consideradas históricas, sistemas sépticos privados, tintorerías, enchapado de metales, fábricas de acabados y manufactura, y drenaje agrícola.

Drinking Water Information

In order to ensure that tap water is safe to drink, the USEPA and the CDPH prescribe regulations that limit the amount of certain contaminants in water provided by public water systems.

The City's water is treated to comply with CDPH regulations. The California Food and Drug Branch also establishes these same limits for contaminants in bottled water.

Special Health Requirements

Nitrate in drinking water at levels above 45mg/L is a health risk for infants less than six months of age. Such nitrate levels can interfere with the capacity of an infant's blood to carry oxygen, resulting in serious



Embrace water conservation! Using water more efficiently protects our water supply and environmental resources and can save you money on your water bill.

Información Acerca del Agua Potable

Con el fin de asegurar que el agua de la llave sea apta para beber, USEPA y CDPH establecen normas que limitan las cantidades de ciertos contaminantes en el agua de los sistemas públicos de suministro de agua.

El agua de la Ciudad es tratada para cumplir con la normativa de CDPH. Asimismo, la División de Alimentos y Medicamentos de CDPH también establece límites para ciertos contaminantes para el agua embotellada.

Requerimientos especiales de salud

El nitrato en el agua potable, a niveles por encima de 45mg/L, representa un riesgo a la salud para aquellos bebés menores de seis meses de edad. Dichos niveles de nitrato puede interferir con la capacidad de la sangre

illness. Symptoms include shortness of breath and blueness of skin. Nitrate levels above 45mg/L may also affect the ability of the blood to carry oxygen in other individuals, such as pregnant women and those with certain specific enzyme deficiencies. If you are caring for an infant or are pregnant, you should seek the advice of a healthcare provider.

Lead in drinking water is rarely the sole cause of lead poisoning, but it can add to a person's total lead exposure. All potential sources of lead in the household should be identified and removed, replaced or reduced. Infants and young children are typically more vulnerable to lead in drinking water. Possibly, lead levels at a home residence may be higher than other houses in the community, as a result of materials used in the home's plumbing. If you are concerned about elevated levels in your water, you may want to have your water tested, as well as simply flush your tap for 30 seconds to two minutes before using tap water. Additional information is available from the Safe Drinking Water Hotline at (800) 426-4791.

del bebé de llevar oxígeno, resultando en una seria enfermedad. Los síntomas pueden incluir una falta de aliento y piel azulada. De igual forma, niveles de nitrato por encima de los 45mg/L también pueden afectar la capacidad de transportar la sangre de ciertas personas como mujeres embarazadas y aquellos con ciertas deficiencias, específicas de sus enzimas. Si usted está a cargo de un bebé o si está embarazada, usted debe consultar con su médico.

El plomo en el agua potable raramente es la única causa de intoxicación por plomo, pero sí puede aumentar el nivel de exposición total de una persona al plomo. Todas las fuentes potenciales de plomo en el hogar deben ser identificadas y retiradas, reemplazadas o reducidas. Por lo general, los bebés y los niños pequeños son más vulnerables al plomo en el agua potable. Posiblemente los niveles de plomo en una determinada residencia puedan ser más altos que en otras residencias en la misma comunidad; como resultado de los materiales utilizados en la plomería de la casa. Si usted está preocupado por los altos niveles de plomo en el agua de su casa, usted también podría solicitar una prueba, así como también dejar que el agua de la llave corra de 30 segundos a dos minutos antes de usarla. Si usted desea información adicional llame a la línea de asistencia de Agua Potable (800) 426-4791.

Radon is a radioactive gas, found throughout the United States, which occurs naturally in groundwater and is released from water into the air during household use. MCLs are set at very stringent levels. For example, a person would have to drink two liters of water every day at the MCL level for a lifetime to have a one-in-a-million chance of having possible health effects. For additional information, call the USEPA's Radon hotline at 1-800-55-RADON.

Methyl Tertiary Butyl Ether (MTBE) is a gasoline additive which has not been detected in Oxnard water. However, over the past few years, several underground fuel storage tanks have leaked and released gasoline containing MTBE near UWCD's El Rio Wellfield and near the City's Blending Stations Nos. 1 and 3, threatening these important sources of water for Oxnard. The City and UWCD are actively monitoring the cleanup at these spill sites and coordinating with the County of Ventura Environmental Health Division's Leaking Underground Fuel Tanks Program, which oversees such cleanup efforts. This coordinated effort will help minimize the chance of contamination of the City's groundwater.

El radón es un gas radioactivo que se encuentra en todos los Estados Unidos y que se presenta en forma natural en el agua subterránea, el mismo que se libera del agua hacia el aire durante el uso doméstico. Los máximos niveles de MCL se fijan a niveles muy rigurosos. Por ejemplo, una persona tendría que beber dos litros de agua diarios, de por vida, al nivel MCL, para tener una posibilidad en un millón de contraer un posible efecto sobre su salud. Para mayor información comuníquese con la línea de asistencia de USEPA para el Radón al 1-800-55-RADON.

El éter metilo tert-butílico (MTBE) es un aditivo para la gasolina que no ha sido detectado en el agua de Oxnard. Sin embargo, durante los últimos años, varios de los tanques de almacenaje de combustible subterráneos han tenido fugas de gasolina que contiene MTBE cerca del Wellfield de El Río de UWCD y cerca de las Estaciones Mezcladoras de la Ciudad Números 1 y 3, amenazando estas fuentes importantes de agua para Oxnard. Tanto la Ciudad como UWCD están monitoreando activamente la limpieza de estos sitios con derrames en coordinación con el Programa para detectar Fugas Subterráneas de Tanques de Combustible del Departamento de Salud Ambiental del Condado de Ventura, que supervisa tales trabajos de limpieza. Este esfuerzo coordinado ayudará a minimizar la contaminación de aguas subterráneas de la Ciudad.

Possible Contaminants Before Treatment

The City has sampled its water sources for the presence of both regulated and unregulated contaminants. Following is the City's findings on items present in Oxnard water.

- Microbial contaminants such as viruses and bacteria which may come from sewage treatment plants, septic systems, agricultural livestock operations and wildlife.
- Inorganic contaminants, such as salts and metals, which can occur naturally or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining or farming.
- Pesticides and herbicides which may come from a variety of sources such as agriculture and residential uses.

- Radioactive contaminants that occur naturally or result from oil and gas production and mining activities.
- Organic chemical contaminants including synthetic and volatile organic chemicals, by-products of industrial processes and petroleum production, derived from gas stations, urban storm water runoff and septic systems.

The City routinely monitors contaminants in its drinking water according to state and federal laws. The tables (pages 2 & 3) show the results for the period of January 1 to December 31, 2012. All drinking water, including bottled drinking water, may reasonably expect to contain at least small amounts of some contaminants. Remember that the presence of these contaminants does not necessarily pose a health risk. As you can see in the table, Oxnard's water system did not have any violations. The City is proud that your drinking water meets or exceeds all federal and state requirements. As such, the USEPA and CDPH have determined that Oxnard water is safe at these levels.

Posibles Contaminantes antes del Tratamiento

La Ciudad ha hecho muestreos de sus fuentes de agua para detectar la presencia contaminantes reglamentados y no reglamentados. A continuación se da la lista de lo que encontró la Ciudad en el agua de Oxnard.

- Microbios contaminantes tales como virus y bacteria, los cuales pueden provenir de plantas de tratamiento de aguas residuales, sistemas sépticos, operaciones con ganado agrícola y fauna silvestre.
- Contaminantes inorgánicos, tales como sales y metales, las cuales pueden ocurrir naturalmente o ser el resultado del escurrimiento de aguas residuales urbanas, descargas de aguas residuales industriales o domésticas, producción de gas y petróleo, minería o agricultura.
- Pesticidas y herbicidas que pueden provenir de una variedad de fuentes como usos agrícolas y residuales.

- Contaminantes radioactivos que ocurren naturalmente o son resultado de la producción de gas y petróleo y actividades de minería.

- Contaminantes químicos orgánicos incluyendo químicos sintéticos y orgánicos volátiles, productos secundarios de procesos industriales y producción de petróleo, que pueden provenir de gasolineras, escurrimiento de aguas residuales urbanas y sistemas sépticos.

La Ciudad rutinariamente monitoréa contaminantes en su agua potable de acuerdo con las leyes estatales y federales. Las tablas (páginas 2 & 3) muestran los resultados del periodo de tiempo correspondiente al 1° de enero al 31 de diciembre de 2012. Es razonable esperar que toda el agua potable, incluyendo el agua potable embotellada, contenga por lo menos pequeñas cantidades de contaminantes. Es importante recordar que la presencia de estos contaminantes no

Sampling Results:

Showing the Detection of Lead and Copper in September 2012 (Next Scheduled testing will be in the summer of 2015)

Resultados del muestreo:

Resultados del muestreo: demuestra la detección de Plomo y Cobre en septiembre de 2012 (El próximo muestreo está programado para el verano de 2015)

| | AL | MCLG | # of sites exceeding AL | # sample collected | 90th percentile |
|------------|-----------|------|-------------------------|--------------------|-----------------|
| Copper ppb | AL = 1300 | 1700 | 0 | 65 | 645 |
| Lead ppb | AL = 15 | 2 | 0 | 65 | 3.35 |

Caused by Internal corrosion of household plumbing systems, discharges from industrial manu-facturers, erosion of natural deposits.

Ocasionado por: Corrosión interna de la plomería de la casa, los sistemas, descargas de fabricaciones industriales, erosión de depósitos naturales.

AL = Action Level - Regulatory Action Level - The concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.

ppb = parts per billion, or micrograms per liter (ug/L)

MCLG - Maximum Contaminant Level Goal = The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs are set by the USEPA.

!Adopte la conservación del agua! El uso eficiente del agua protege nuestros suministros de agua y recursos medioambientales y puede ahorrarle dinero en su cuenta de agua.



necesariamente presenta un riesgo a la salud. Como puede ver en la tabla, el sistema de agua de Oxnard no cometió ninguna infracción. La Ciudad está orgullosa de que el agua que usted bebe cumple o excede todos los requerimientos federales y estatales. Por ser así, USEPA y CDPH han determinado que a estos niveles el agua es segura.

Primary Drinking Water Standards – Mandatory Health-Related Standards

| WATER SOURCE | Calleguas Municipal Water District | | | | United Water Conservation District | City of Oxnard Wells (Combined Wells) | | MAJOR SOURCES IN DRINKING WATER |
|--|------------------------------------|----------------------------------|-----------|---|------------------------------------|---------------------------------------|-------------|--|
| | MWD Jensen Plant | Lake Bard Water Filtration Plant | | | | | | |
| PERCENT OF SUPPLY | | | | | | | | |
| | 46% | | 2.0% | | 33% | | 19% | |
| Clarity (a) | | | | | | | | |
| Turbidity (NTU) | STATE MCL [MRDL] | PHG (MCLG) [MRDLG] | STATE DLR | RANGE | AVG. | RANGE | AVG. | Soil Runoff |
| TT = % of samples <0.3 NTU | Highest Single Value | | | 0.06 | 0.19 | 0.02 - 0.11 | 0.07 | - |
| Microbiological | | | | | | | | |
| Total Coliform Bacteria | 2 | | | | | ABSENT | ABSENT | Naturally present in the environment |
| Fecal Coliform and <i>E. coli</i> | | | | | | ABSENT | ABSENT | Human & animal fecal waste |
| Disinfection By-products & Disinfectant Residuals | | | | | | | | |
| Total Chlorine Residual (ppm) | [4.0] | [4] | - | Highest Running Annual Average = 2.0, Range = 0.4 - 2.7 | 1.35 - 2.30 | 1.83 | 0.68 - 2.80 | 1.74 |
| Bromate | 10 | 0.1 | 5.0 | 3.7-6.9 | 5.2 | ND | ND | By-product of drinking water disinfection |
| Haloacetic Acids (ppb) | 60 | - | 1.0 | Highest Running Annual Average = 6.3, Range = ND - 11 | ND - 8 | 4.90 | 3.0 - 10 | 6.5 |
| Total Trihalomethanes (ppb) | 80 | - | 1.0 | Highest Running Annual Average = 24.9, Range = 9.6 - 47.7 | ND - 41.2 | 25.6 | 23 - 25 | 24 |
| Inorganic Chemicals | | | | | | | | |
| Aluminum (ppb) | 1000 | 600 | 50 | 60 - 110 | 83 | ND | ND | Erosion of natural deposits; residue from some treatment process |
| Arsenic (ppb) | 10 | 0.004 | 2 | ND | ND | 4 | 4 | Erosion of natural deposits; runoff from orchards; glass & electronics production wastes |
| Barium (ppm) | 1 | 2 | 0.1 | | 22.3 - 22.7 | 22.5 | | Discharge from oil & metal refineries; erosion of natural deposits |
| Fluoride (ppm) (c) | 2 | 1 | 0.1 | Highest Running Annual Average = 0.8, Range = 0.6 - 1.0 | 0.6 - 0.6 | 0.6 | 0.51 - 0.74 | 0.63 |
| Nitrate (as NO3) (ppm) | 45 | 45 | 2 | ND | ND | 8 | 8 | Erosion of natural deposits; water additive that promotes strong teeth; discharge from fertilizer & aluminum factories |
| Selenium (ppb) | 50 | 30 | 5 | ND | ND | 5-12 | 8.5 | Runoff & leaching from fertilizer use, erosion of natural deposits |
| Radionuclides | | | | | | | | |
| Gross Alpha Particle Activity (pCi/L) | 15 | (0) | 3.0 | ND - 4 | ND | ND | 6.36 - 7.33 | 6.94 |
| Gross Beta Particle Activity (pCi/L)(e) | 50 | (0) | 4.0 | ND - 2 | 1 | 1 - 2 | 2 | Erosion of natural deposits |
| Uranium (pCi/L) | 20 | 0.43 | 1.0 | ND - 2 | 1 | 1 - 2 | 2 | Decay of natural and manmade deposits |

NTU = Nephelometric Turbidity Units

ND = None Detected

NS = No Standard

ppm = parts per million, or milligrams per liter (mg/L)

ppb = parts per billion, or micrograms per liter (ug/L)

pCi/L = PicoCuries per Liter

RAA = Running Annual Average

Detection Limit for Reporting (DLR) = The level above which a chemical is to be reported.

Maximum Contaminant Level (MCL) = The highest level of a contaminant that is allowed in drinking water. Primary MCLs are set as close to the PHGs (or MCLGs) as is economically and technologically feasible.

Maximum Contaminant Level Goal (MCLG) = The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs are set by the U.S. Environmental Protection Agency.

Maximum Residual Disinfectant Level [MRDL] = The level of a disinfectant added for water treatment that may not be exceeded at the consumer's tap.

Maximum Residual Disinfectant Level Goal [MRDLG] = The level of a disinfectant added for water treatment below which there is no known or expected health risk. MRDLGs are set by the U.S. Environmental Protection Agency.

Notification Level NL = The level at which notification of the public water system's governing body is required. Aluminum has both primary and secondary standards.

Primary Drinking Water Standard = MCLs and MRDLs for contaminants that affect health along with their monitoring and reporting requirements, and water treatment requirements.

Secondary Drinking Water Standards – Aesthetic Standards

| WATER SOURCE | Calleguas Municipal Water District | | | | United Water Conservation District | City of Oxnard Wells (Combined Wells) | | MAJOR SOURCES IN DRINKING WATER |
|---|------------------------------------|----------------------------------|-----------|-----------|------------------------------------|---------------------------------------|------|--|
| | MWD Jensen Plant | Lake Bard Water Filtration Plant | | | | | | |
| SECONDARY DRINKING WATER STANDARDS | | | | | | | | |
| Parameter | STATE MCL [MRDL] | PHG (MCLG) [MRDLG] | STATE DLR | RANGE | AVG. | RANGE | AVG. | |
| Aluminum (ppb) | 200 | 600 | 50 | 60 - 110 | 83 | ND | ND | Erosion of natural deposits; residue from some treatment process |
| Chloride (ppm) | 500 | - | - | 50 - 63 | 56 | 87 - 90 | 89 | Runoff & leaching from natural deposits, seawater influence |
| Color (Units) | 15 | - | - | 1 - 2 | 2 | ND | ND | Naturally occurring organic materials |
| Iron (ppm) | 300 | - | 100 | | | | | Leaching from natural deposits; industrial wastes |
| Manganese (ppb) | 50 | NL = 500 | 20 | | | | | Leaching from natural deposits |
| Odor Threshold (Units) | 3 | - | 1 | 2 | 2 | ND | ND | Naturally occurring organic materials |
| Specific Conductance (umho/cm) | 1600 | - | - | 400 - 500 | 440 | 630 | 650 | Substances that form ions when in water; seawater influence |
| Sulfate (ppm) | 500 | - | 0.5 | 46 - 50 | 48 | 70 | 70 | Runoff & leaching from natural deposits, industrial wastes |
| Total Dissolved Solids (ppm) | 1000 | - | - | 240 - 280 | 260 | 310 - 340 | 325 | Runoff & leaching from natural deposits |
| Turbidity (Monthly) (Units) | 5 | - | - | ND - 0.1 | ND | 0.1 | 0.1 | Soil runoff |
| Unregulated Additional Parameters | | | | | | | | |
| Alkalinity (ppm) | NS | - | - | 72 - 93 | 79 | 90 - 100 | 95 | |
| Boron (ppb) | NS | - | 100 | 0.17 | 0.17 | 0.20 | 0.20 | |
| Calcium (ppm) | NS | - | - | 23 - 24 | 24 | 29 | 29 | |
| Chlorate | NS | - | 20 | | | | | |
| Corrosivity (g) | NS | - | - | 12 | 12 | 12 | 12 | |
| Hardness (Total Hardness) (ppm) | NS | - | - | 98 - 110 | 100 | 130 | 130 | |
| Magnesium (ppm) | NS | - | - | 11 | 11 | 14 | 14 | |
| N-Nitrosodimethylamine (NDMA) | NS | 3 | 2 | ND - 3 | ND | ND - 9 | 5 | |
| pH (pH Units) | NS | - | - | 7.9 - 8.4 | 8.3 | 8.2 - 8.3 | 8.3 | |
| Potassium (ppm) | NS | - | - | 2 - 3 | 2 | 3 | 3 | |
| Radon (pCi/L) | NS | - | 100 | | | | | |
| Sodium (ppm) | NS | - | - | 43 - 53 | 48 | 71 | 71 | |
| Total Organic Carbon (ppm) | NS | - | 0.3 | 1.7 - 2.1 | 1.9 | 1.7 - 1.9 | 1.8 | |

Public Health Goal (PHG) = The level of a contaminant in drinking water below which there is no known or expected risk to health. PHGs are set by the California Environmental Protection Agency.

Treatment Technique (TT) = A required process intended to reduce the level of a contaminant in drinking water.

(a) The turbidity level of filtered water shall be less than or equal to 0.3 NTU in 95% of the measurements taken each

month and shall not exceed 1.0 NTU. ASR water is not subject to these requirements.

(b) Compliance is based on a running annual average of quarterly distribution system samples.

(c) The Metropolitan Water District treats its water by adding fluoride to the naturally occurring level in order to help prevent dental caries in consumers. The fluoride levels in the treated water are maintained within

a range of 0.7 - 1.3 ppm, as required by Department of Public Health regulations.

(d) State MCL is 45 mg/L as Nitrate, which equals 10.16 mg/L as Nitrogen.

(e) The gross beta particle activity MCL is 4 millirem/year annual dose equivalent to the total body or any internal organ. The screening level is 50 pCi/L.

(f) Compliance for treatment plants that use ozone is based on a running annual average of monthly samples. Wellfield water is not subject to these requirements.

(g) Corrosivity or Aggressive Index (AI) measures the aggressiveness of water transported through pipes. Water with AI <10.0 is highly aggressive and would be very corrosive to almost all materials found in a typical water system. AI > 12.0 indicates non-aggressive water. AI between 10.0 and 11.9 indicates moderately aggressive water.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
Proposed New Academy Site
Doris Avenue and North Patterson Road
Oxnard, California

APPENDIX M
TERMINOLOGY

TERMINOLOGY

The following provides definitions and descriptions of certain terms that may be used in this report. Italics indicate terms that are defined by ASTM Standard Practice E 1527-05. The Standard Practice should be referenced for further detail (such as the precise wording), related definitions or additional explanation regarding the meaning of terms.

recognized environmental condition(s) (REC) - the presence or likely presence of any *hazardous substances* or *petroleum products* on a *property* under conditions that indicate an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, ground water, or surface water of the *property*. The term includes *hazardous substances* or *petroleum products* even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions.

de minimis conditions – are conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.

historical recognized environmental condition(s) (HREC) - environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. The final decision rests with the *environmental professional* and will be influenced by the current impact of the *historical recognized environmental condition* on the *property*. If a past release of any *hazardous substances* or *petroleum products* has occurred in connection with the property and has been remediated, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a no further action letter or equivalent), this condition shall be considered a *historical recognized environmental condition*.

material threat – a physically observable or *obvious* threat which is reasonably likely to lead to a release that, in the opinion of the *environmental professional*, is threatening and might result in impact to public health or the environment. An example might include an aboveground storage tank system that contains a *hazardous substance* and which shows evidence of damage such that it may cause or contribute to tank integrity failure with a release of contents to the environment.

threat to human health or the environment – a substantial risk of harm to public health or the environment resulting from the presence or likely presence of an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, ground water, or surface water of the *property*. An example might include a release of a *hazardous substance* in concentrations exceeding applicable governmental agency standards under conditions that could reasonably and foreseeably result in substantial exposure to humans or substantial damage to natural resources. The risk of that exposure or damage would represent a threat to human health or the environment.

generally would not be the subject of an enforcement action – the likelihood that an environmental condition would not be subject to enforcement action if brought to the attention of appropriate governmental agencies. If the circumstances suggest an enforcement action would be less likely than not, then the condition is considered to be generally not the likely the subject of an enforcement action.

APPENDIX C

EDR ENVIRONMENTAL LIEN AND AUL SEARCH REPORT

Doris Patterson New Academy Site Aquisition

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.11

February 25, 2015

EDR Environmental Lien and AUL Search

EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

Southeast Corner of N Patterson Rd and Doris Ave
Doris Patterson New Academy Site Aquisition
Oxnard, CA 93030

RESEARCH SOURCE

Source 1:

Ventura Recorder
Ventura, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed: deed
Title is vested in: Joan Henson Margaret M Anderson Ralph Borchard Jr
Title received from: Joan Henson Trustee
Deed Dated: 1/19/2010
Deed Recorded: 1/22/2010
Book: NA
Page: na
Volume: na
Instrument: na
Docket: NA
Land Record Comments:
Miscellaneous Comments:

Legal Description: See Exhibit

Legal Current Owner: Joan Henson Margaret M Anderson Ralph Borchard Jr Trustee

Parcel # / Property Identifier: 183-0-070-090

Comments: See Exhibit

ENVIRONMENTAL LIEN

Environmental Lien: Found Not Found


OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found Not Found

Deed Exhibit 1

**RECORDING REQUESTED BY AND
WHEN RECORDED, RETURN TO:**

NORMAN DOWLER, LLP
840 County Square Dr., 3rd Fl
Ventura, California 93003
23093.001 lmb:ah mmi/ah


20100122-00009999-0 1/4
Ventura County Clerk and Recorder
James B. Becker, Assistant
01/22/2010 02:38:41 PM
383664 \$28.00 PE

MAIL TAX STATEMENTS TO:

JOAN HENSON, et al.
506 North H Street
Oxnard, California 93030

APN 183-0-070-090 & 183-0-070-140

“The Ranch”

TRUST TRANSFER DEED

GRANT DEED (Excluded from Reappraisal Under Proposition 13, i.e., Calif. Art 13A§1 et seq.)

The undersigned Grantors declare under penalty of perjury that the following is true and correct:
THERE IS NO CONSIDERATION FOR THIS TRANSFER.

DOCUMENTARY TRANSFER TAX IS \$ NONE . Pursuant to State law, Ventura County Ordinance, and County Counsel's opinions: There is no documentary transfer tax due as deed given by Trustee in accordance with the terms of a Trust, conveyance transfers property to beneficiaries of the trust. Revenue & Taxation Code Section 11930.

This is a Trust Transfer under §63.1 of the Revenue & Taxation Code: Conveyance is a transfer from parent to a child; exempt from reassessment.

GRANTORS: **JOAN HENSON, Trustee, of the RALPH W. BORCHARD SURVIVOR'S TRUST U/D/T JULY 23, 1985**, as to an undivided one-half (1/2) interest; and,

JOAN HENSON, Trustee, of the RALPH W. BORCHARD DECEDENT'S TRUST U/D/T JULY 23, 1985, as to an undivided one-half (1/2) interest,

hereby GRANT to: **JOAN HENSON, a married woman, as her sole and separate property**, as to an undivided one-third (1/3) interest in said property,

MARGARET M. ANDERSON, a married woman, as her sole and separate property, as to an undivided one-third (1/3) interest in said property,

RALPH W. BORCHARD, JR., Trustee of the RALPH "BILL" BORCHARD, JR. SEPARATE PROPERTY TRUST DATED JULY 9, 2009, as to an undivided one-third (1/3) interest in said property,

EXHIBIT A
LEGAL DESCRIPTION
APN 183-0-070-060 & 183-0-070-70

Lots 133, 158, 159, 160, partly in the City of Oxnard, County of Ventura, State of California, all as shown on the Map of Patterson Ranch, recorded in Book 8, Page 1 of Maps, in the Office of the County Recorder of said County.

EXCEPT that portion of said Lot 160 lying within the following described land:

Beginning at a county standard monument set at the intersection of the West line of Ventura Road with the South line of the North Road, as designated and delineated upon the above described Map, from which a nail set at the Northeast corner of said Lot 160 bears North 20 feet distant; thence, from said Point of Beginning,

- 1st: North 89° 59' 30" West 365 feet along the South line of said North Road to a 3/4 inch iron pipe; thence, leaving said South line,
- 2nd: South 410 feet to a 3/4 inch iron pipe; thence,
- 3rd: South 89° 59' 30" East 365 feet to a 3/4 inch iron pipe set in the West line of said Ventura Road; thence along said West line,
- 4th: North 410 feet to the Point of Beginning.

ALSO EXCEPT that portion of said Lot 133 described as follows:

Beginning at the Southeast corner of said Lot 133; thence, along the East line of said Lot,

- 1st: North 20 feet; thence,
- 2nd: South 45° 00' 00" West 26.25 feet to a point in the Southerly line of said Lot 133; thence, along said Southerly line,
- 3rd: East 17 feet to the Point of Beginning.

ALSO EXCEPT the interest in and to those portions of said land lying within Teal Club Road, Patterson Road and North Road, as said roads are shown on said Map, conveyed to Ventura County as and for public highways by deed recorded November 7, 1913, in Book 139, Page 169 of Deeds.

ALSO EXCEPT all tile, pipe, conduits and drains now laid, installed or placed in, through or across said land, or any portion thereof, as reserved by the Patterson Ranch Company in Deeds recorded December 15, 1913, in book 142, Page 40 of Deeds; December 5, 1913, in Book 142, Page 41 of Deeds; December 8, 1913, in Book 142, Page 52 of Deeds; and January 10, 1917, in Book 155, Page 43 of Deeds.

ALSO EXCEPT the oil, gas, other hydrocarbon substances and minerals in and under the above described property but without the right to enter on the surface thereof or within five hundred (500) feet beneath the surface.

ALSO EXCEPT an undivided 7/120 interest in the water well and pumping plant located on Lot 160.

APPENDIX D

HISTORICAL RESEARCH DOCUMENTATION



Doris Patterson New Academy Site Aquisition

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.9

February 25, 2015



The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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Date EDR Searched Historical Sources:

Aerial Photography February 25, 2015

Target Property:

Southeast Corner of N Patterson Rd and Doris Ave

Oxnard, CA 93030

| <u><i>Year</i></u> | <u><i>Scale</i></u> | <u><i>Details</i></u> | <u><i>Source</i></u> |
|--------------------|-----------------------------------|---|----------------------|
| 1938 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1938 Best Copy Available from original source | Laval |
| 1947 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1947 | USGS |
| 1953 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1953 | USGS |
| 1959 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1959 | Robinson |
| 1967 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1967 | USGS |
| 1977 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1977 | Teledyne |
| 1985 | Aerial Photograph. Scale: 1"=500' | Flight Year: 1985 | USGS |
| 1994 | Aerial Photograph. Scale: 1"=500' | /DOQQ - acquisition dates: 1994 | USGS/DOQQ |
| 2005 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2005 | USDA/NAIP |
| 2009 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2009 | USDA/NAIP |
| 2010 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2010 | USDA/NAIP |
| 2012 | Aerial Photograph. Scale: 1"=500' | Flight Year: 2012 | USDA/NAIP |



INQUIRY #: 4216502.9

YEAR: 1938

| = 500'





INQUIRY #: 4216502.9

YEAR: 1947

|—————| = 500'





INQUIRY #: 4216502.9

YEAR: 1953

| = 500'





INQUIRY #: 4216502.9

YEAR: 1959

| = 500'





INQUIRY #: 4216502.9

YEAR: 1967

| = 500'



25
LANE

IX



INQUIRY #: 4216502.9

YEAR: 1977

| = 500'





INQUIRY #: 4216502.9

YEAR: 1985

| = 500'



OXNARD



INQUIRY #: 4216502.9

YEAR: 1994

 = 500'





INQUIRY #: 4216502.9

YEAR: 2005

| = 500'





INQUIRY #: 4216502.9

YEAR: 2009

| = 500'





INQUIRY #: 4216502.9

YEAR: 2010

| = 500'





INQUIRY #: 4216502.9

YEAR: 2012

| = 500'



25



Doris Patterson New Academy Site Aquisition

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.3

February 24, 2015

Certified Sanborn® Map Report



6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

2/24/15

Site Name:

Doris Patterson New Academy
Southeast Corner of N
Oxnard, CA 93030

Client Name:

Ninyo & Moore
475 Goddard
Irvine, CA 92618



EDR Inquiry # 4216502.3

Contact: Patrick Cullip

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Ninyo & Moore were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name: Doris Patterson New Academy Site Aquisition
Address: Southeast Corner of N Patterson Rd and Doris
City, State, Zip: Oxnard, CA 93030
Cross Street:
P.O. # 209348001
Project: Doris Patterson New Academy
Certification # 1543-4446-86E7



Sanborn® Library search results
Certification # 1543-4446-86E7

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

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Doris Patterson New Academy Site Aquisition

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.5

February 24, 2015

The EDR-City Directory Abstract

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City Directory Images

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1926 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

| <u>Year</u> | <u>Source</u> | <u>TP</u> | <u>Adjoining</u> | <u>Text Abstract</u> | <u>Source Image</u> |
|-------------|---|-----------|------------------|----------------------|---------------------|
| 2013 | Cole Information Services | - | - | - | - |
| 2008 | Cole Information Services | - | - | - | - |
| 2003 | Cole Information Services | - | - | - | - |
| 2002 | Haines & Company, Inc. | - | X | X | - |
| 2000 | Pacific Bell Telephone Co | - | - | - | - |
| 1996 | Pacific Bell | - | - | - | - |
| 1993 | GTE | - | - | - | - |
| 1986 | Pacific Bell | - | - | - | - |
| 1985 | Pacific Telephone Co | - | - | - | - |
| 1980 | Polk | - | - | - | - |
| 1976 | R. L. Polk & Co. | - | X | X | - |
| 1975 | Pacific Telephone Co | - | - | - | - |
| 1971 | B&G Publications | - | - | - | - |
| 1970 | General Telephone Company of California | - | X | X | - |
| 1968 | B&G Publications | - | - | - | - |
| 1965 | R. L. Polk & Co. | - | X | X | - |
| 1964 | Pacific Telephone Co | - | - | - | - |
| 1961 | R. L. Polk & Co. | - | - | - | - |
| 1957 | R. L. Polk & Co. | - | - | - | - |
| 1953 | R. L. Polk & Co. of California | - | - | - | - |
| 1949 | Los Angeles Directory Co. | - | - | - | - |
| 1940 | Southern California | - | - | - | - |
| 1930 | Los Angeles Directory Co. | - | - | - | - |
| 1926 | Los Angeles Directory Co. | - | - | - | - |

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

FINDINGS DETAIL

Target Property research detail.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

DORIS AVE

2425 DORIS AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|--------------|------------------|
| 1976 | Morris Bobby | R. L. Polk & Co. |
| 1965 | NO RETURN | R. L. Polk & Co. |

DORIS CT

2502 DORIS CT

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|------------------------|
| 2002 | MCVE 161 H Sarah | Haines & Company, Inc. |

2517 DORIS CT

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|------------------|------------------------|
| 2002 | MS 4 RAIAMIIS 6n | Haines & Company, Inc. |

W DORIS AVE

2425 W DORIS AVE

| <u>Year</u> | <u>Uses</u> | <u>Source</u> |
|-------------|-------------|---|
| 1970 | Fry Lupe | General Telephone Company of California |
| | Fry M A | General Telephone Company of California |

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

Southeast Corner of N
Patterson Rd and Doris Ave

Address Not Identified in Research Source

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971,
1970, 1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched

2425 DORIS AVE

2425 W DORIS AVE

2502 DORIS CT

2517 DORIS CT

Address Not Identified in Research Source

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1975, 1971, 1970,
1968, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2013, 2008, 2003, 2002, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971,
1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970,
1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926

2013, 2008, 2003, 2000, 1996, 1993, 1986, 1985, 1980, 1976, 1975, 1971, 1970,
1968, 1965, 1964, 1961, 1957, 1953, 1949, 1940, 1930, 1926



Doris Patterson New Academy Site Aquisition

Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.4

February 24, 2015

EDR Historical Topographic Map Report



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Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topographic Map Report

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Historical Topographic Map



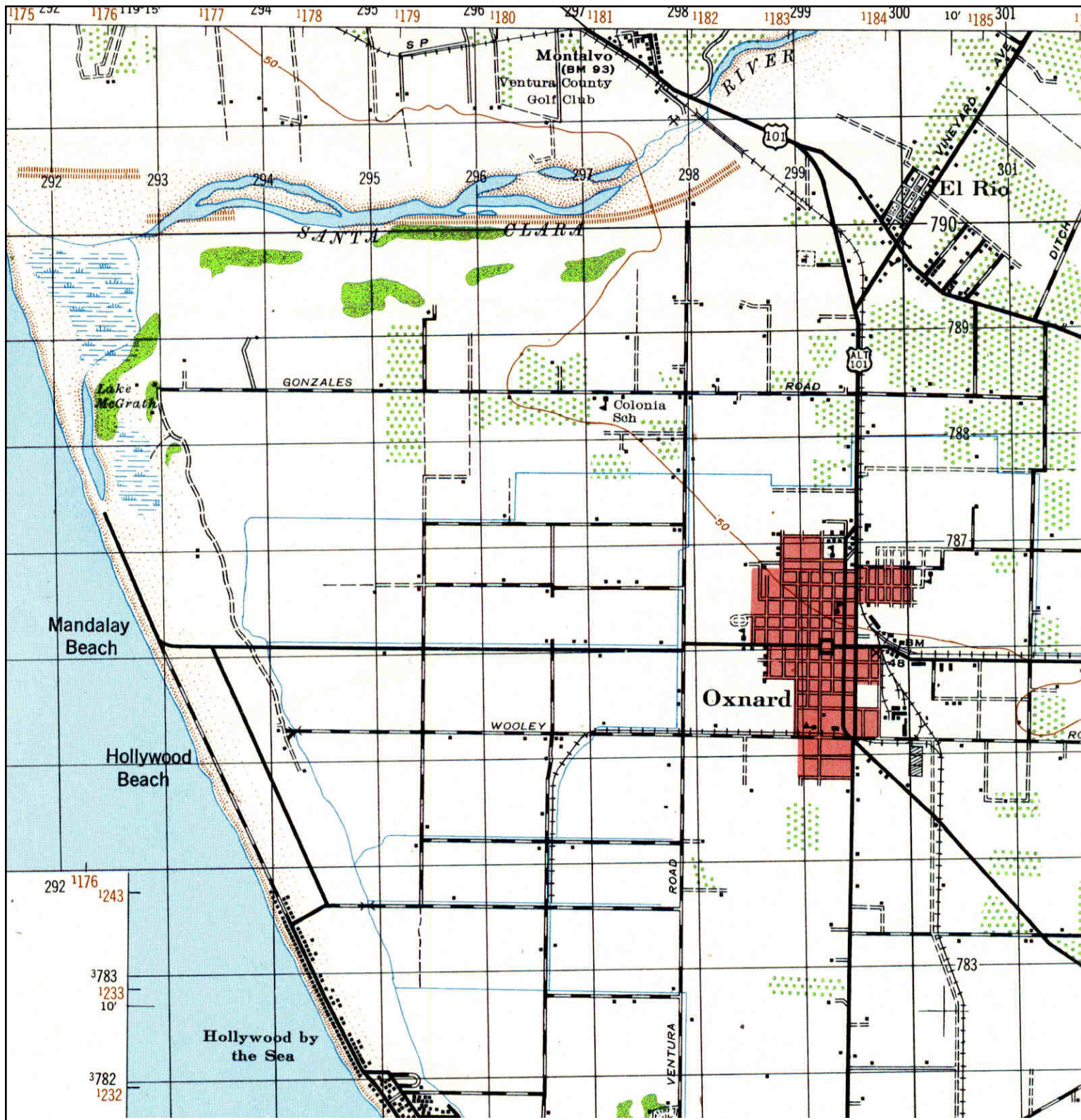
| | | | |
|---|--------------------------------------|--|----------------------------------|
| <p>N</p>  | TARGET QUAD | SITE NAME: Doris Patterson New Academy Site | CLIENT: Ninyo & Moore |
| | NAME: HUENEME | Aquisition | CONTACT: Patrick Cullip |
| | MAP YEAR: 1904 | ADDRESS: Southeast Corner of N Patterson Rd | INQUIRY#: 4216502.4 |
| | SERIES: 15 | and Doris Ave | RESEARCH DATE: 02/24/2015 |
| | SCALE: 1:62500 | Oxnard, CA 93030 | |
| | LAT/LONG: 34.2071 / -119.2059 | | |

Historical Topographic Map



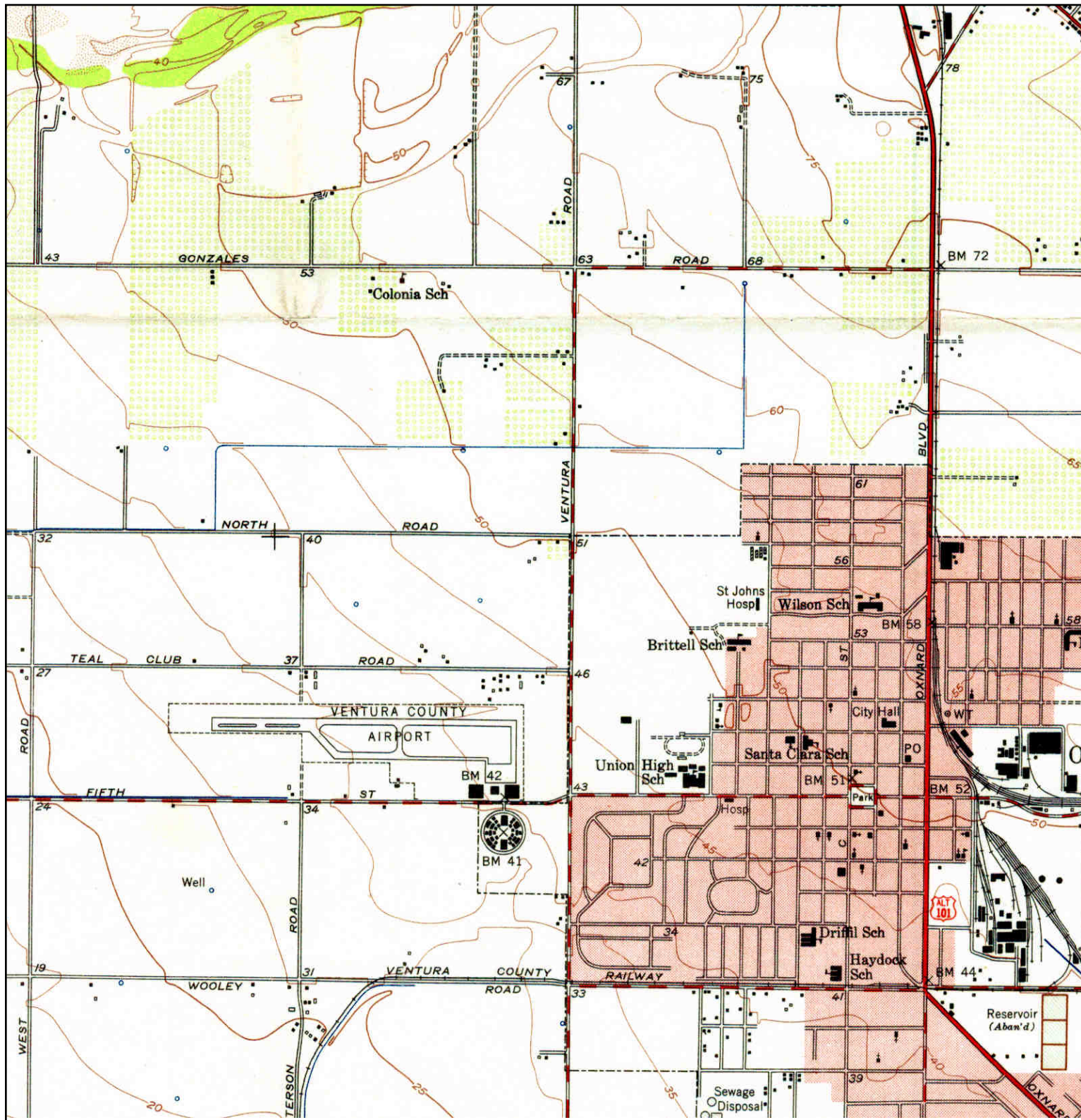
| | | | |
|----------|--|---|---|
| <p>N</p> | <p>TARGET QUAD</p> <p>NAME: SOUTHERN CA SHEET 3</p> <p>MAP YEAR: 1910</p> | <p>SITE NAME: Doris Patterson New Academy Site Aquisition</p> <p>ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave</p> <p>Oxnard, CA 93030</p> <p>LAT/LONG: 34.2071 / -119.2059</p> | <p>CLIENT: Ninyo & Moore</p> <p>CONTACT: Patrick Cullip</p> <p>INQUIRY#: 4216502.4</p> <p>RESEARCH DATE: 02/24/2015</p> |
| | <p>SERIES: 60</p> <p>SCALE: 1:250000</p> | | |
| | | | |
| | | | |

Historical Topographic Map



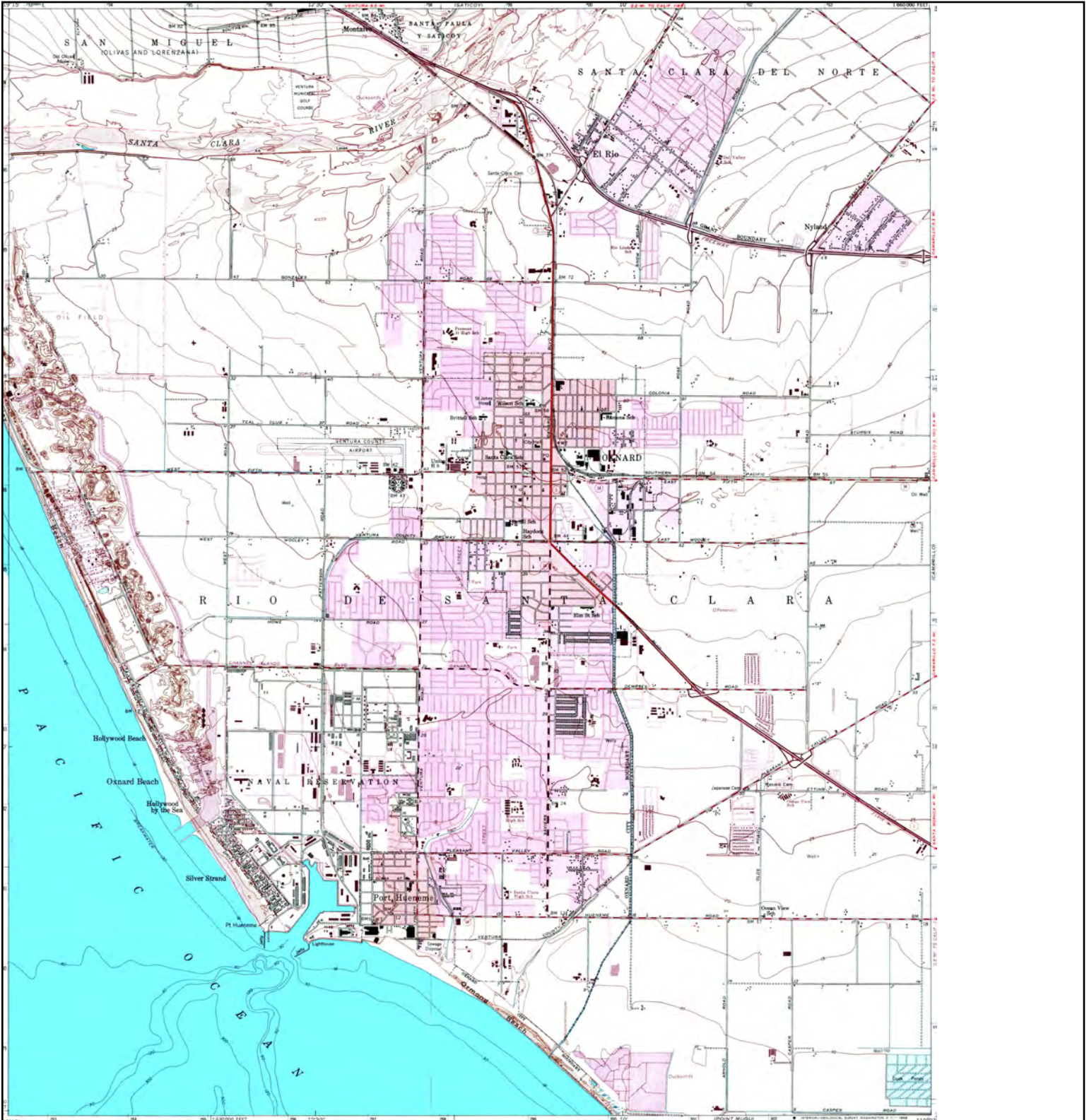
| | | | |
|--|--------------------|--|----------------------------------|
| | TARGET QUAD | SITE NAME: Doris Patterson New Academy Site Aquisition | CLIENT: Ninyo & Moore |
| | NAME: HUENEME | ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave | CONTACT: Patrick Cullip |
| | MAP YEAR: 1947 | Oxnard, CA 93030 | INQUIRY#: 4216502.4 |
| | SERIES: 15 | LAT/LONG: 34.2071 / -119.2059 | RESEARCH DATE: 02/24/2015 |
| | SCALE: 1:50000 | | |

Historical Topographic Map



| | | | |
|----------------|---|--|---|
| <p>N ↑</p> | <p>TARGET QUAD NAME: OXNARD MAP YEAR: 1951</p> | <p>SITE NAME: Doris Patterson New Academy Site Aquisition ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave Oxnard, CA 93030</p> | <p>CLIENT: Ninyo & Moore CONTACT: Patrick Cullip INQUIRY#: 4216502.4 RESEARCH DATE: 02/24/2015</p> |
| | <p>SERIES: 7.5 SCALE: 1:24000</p> | <p>LAT/LONG: 34.2071 / -119.2059</p> | |

Historical Topographic Map



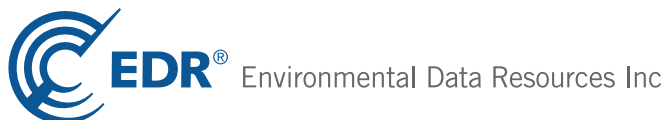
| | | | | | | |
|----------------|----------------------------|-------------------|----------------------------------|------------------------------------|-----------------------|------------|
| <p>N ↑</p> | TARGET QUAD | SITE NAME: | Doris Patterson New Academy Site | CLIENT: | Ninyo & Moore | |
| | NAME: | OXNARD | Aquisition | CONTACT: | Patrick Cullip | |
| | MAP YEAR: | 1967 | ADDRESS: | Southeast Corner of N Patterson Rd | INQUIRY#: | 4216502.4 |
| | PHOTOREVISED FROM : | 1949 | and Doris Ave | Oxnard, CA 93030 | RESEARCH DATE: | 02/24/2015 |
| | SERIES: | 7.5 | LAT/LONG: | 34.2071 / -119.2059 | | |
| | SCALE: | 1:24000 | | | | |

APPENDIX E
EDR ENVIRONMENTAL DATABASE REPORT

Doris Patterson New Academy Site Aquisition
Southeast Corner of N Patterson Rd and Doris Ave
Oxnard, CA 93030

Inquiry Number: 4216502.2s
February 24, 2015

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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| Government Records Searched/Data Currency Tracking | GR-1 |
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Thank you for your business.
 Please contact EDR at 1-800-352-0050
 with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SOUTHEAST CORNER OF N PATTERSON RD AND DORIS AVE
VENTURA County, CA 93030

COORDINATES

Latitude (North): 34.2071000 - 34° 12' 25.56"
Longitude (West): 119.2059000 - 119° 12' 21.24"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 296762.4
UTM Y (Meters): 3787124.2
Elevation: 44 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 34119-B2 OXNARD, CA
Most Recent Revision: 1967

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20120506
Source: USDA

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List

EXECUTIVE SUMMARY

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-SQG..... RCRA - Small Quantity Generators
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls
LUCIS..... Land Use Control Information System

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

SLIC..... Statewide SLIC Cases
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST..... Aboveground Petroleum Storage Tank Facilities

EXECUTIVE SUMMARY

INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing
VCP..... Voluntary Cleanup Program Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
SWRCY..... Recycler Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
WMUDS/SWAT..... Waste Management Unit Database

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
HIST Cal-Sites..... Historical Calsites Database
SCH..... School Property Evaluation Program
Toxic Pits..... Toxic Pits Cleanup Act Sites
CDL..... Clandestine Drug Labs
US HIST CDL..... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information
LIENS..... Environmental Liens Listing
DEED..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
CHMIRS..... California Hazardous Material Incident Report System
LDS..... Land Disposal Sites Listing
MCS..... Military Cleanup Sites Listing
SPILLS 90..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision
UMTRA..... Uranium Mill Tailings Sites
US MINES..... Mines Master Index File

EXECUTIVE SUMMARY

| | |
|--------------------------|---|
| TRIS..... | Toxic Chemical Release Inventory System |
| TSCA..... | Toxic Substances Control Act |
| FTTS..... | FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) |
| HIST FTTS..... | FIFRA/TSCA Tracking System Administrative Case Listing |
| SSTS..... | Section 7 Tracking Systems |
| ICIS..... | Integrated Compliance Information System |
| PADS..... | PCB Activity Database System |
| MLTS..... | Material Licensing Tracking System |
| RADINFO..... | Radiation Information Database |
| FINDS..... | Facility Index System/Facility Registry System |
| RAATS..... | RCRA Administrative Action Tracking System |
| RMP..... | Risk Management Plans |
| CA BOND EXP. PLAN..... | Bond Expenditure Plan |
| UIC..... | UIC Listing |
| NPDES..... | NPDES Permits Listing |
| Cortese..... | "Cortese" Hazardous Waste & Substances Sites List |
| CUPA Listings..... | CUPA Resources List |
| DRYCLEANERS..... | Cleaner Facilities |
| WIP..... | Well Investigation Program Case List |
| VENTURA CO. BWT..... | Business Plan, Hazardous Waste Producers, and Operating Underground Tanks |
| ENF..... | Enforcement Action Listing |
| HAZNET..... | Facility and Manifest Data |
| EMI..... | Emissions Inventory Data |
| INDIAN RESERV..... | Indian Reservations |
| SCRD DRYCLEANERS..... | State Coalition for Remediation of Drycleaners Listing |
| MED WASTE VENTURA..... | Medical Waste Program List |
| LEAD SMELTERS..... | Lead Smelter Sites |
| MWMP..... | Medical Waste Management Program Listing |
| US AIRS..... | Aerometric Information Retrieval System Facility Subsystem |
| US FIN ASSUR..... | Financial Assurance Information |
| EPA WATCH LIST..... | EPA WATCH LIST |
| Financial Assurance..... | Financial Assurance Information Listing |
| PROC..... | Certified Processors Database |
| HWT..... | Registered Hazardous Waste Transporter Database |
| HWP..... | EnviroStor Permitted Facilities Listing |
| WDS..... | Waste Discharge System |
| COAL ASH EPA..... | Coal Combustion Residues Surface Impoundments List |
| PCB TRANSFORMER..... | PCB Transformer Registration Database |
| 2020 COR ACTION..... | 2020 Corrective Action Program List |
| PRP..... | Potentially Responsible Parties |
| COAL ASH DOE..... | Steam-Electric Plant Operation Data |

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

| | |
|----------------------------|---|
| EDR MGP..... | EDR Proprietary Manufactured Gas Plants |
| EDR US Hist Auto Stat..... | EDR Exclusive Historic Gas Stations |
| EDR US Hist Cleaners..... | EDR Exclusive Historic Dry Cleaners |

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

| | |
|-------------|--|
| RGA LF..... | Recovered Government Archive Solid Waste Facilities List |
|-------------|--|

EXECUTIVE SUMMARY

RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/03/2014 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--|--|-------------------------------------|-------------------|------------------|
| <i>STANDARD PACIFIC OF VENTURA</i> Status: No Further Action | <i>2550 W GONZALES RD</i> | <i>N 1/2 - 1 (0.755 mi.)</i> | <i>21</i> | <i>51</i> |
| <i>NORTHWEST ELEMENTARY</i> Status: No Further Action | <i>GONZALES ROAD/PATTERSON 1/2 - 1 (0.756 mi.)</i> | | <i>22</i> | <i>55</i> |
| OXNARD ILS OTR MK AX Status: Inactive - Needs Evaluation | | NE 1/2 - 1 (0.932 mi.) | E25 | 60 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| OXNARD CONT SCH Status: Inactive - Needs Evaluation | | SE 1/4 - 1/2 (0.428 mi.) | 16 | 42 |
| CONDOR HELICOPTERS & AVIATION Status: Refer: Other Agency | 2899 WEST 5TH STREET | S 1/2 - 1 (0.560 mi.) | D18 | 47 |
| <i>WINGFIELD</i> Status: No Further Action | <i>5TH STREET/PATTERSON ROS 1/2 - 1 (0.572 mi.)</i> | | <i>D19</i> | <i>49</i> |

EXECUTIVE SUMMARY

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/20/2015 has revealed that there are 7 LUST sites within approximately 0.5 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--|----------------------------|----------------------------------|---------------|-------------|
| F.A. BORCHARD & SONS | 1618 DORIS AVE | E 1/4 - 1/2 (0.369 mi.) | C14 | 38 |
| F.A. BORCHARD & SONS Status: Completed - Case Closed | 1618 DORIS | E 1/4 - 1/2 (0.369 mi.) | C15 | 40 |
| VEN OAKS PLUMBING Status: Completed - Case Closed | 131 MALLARD WAY | SE 1/4 - 1/2 (0.446 mi.) | 17 | 43 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| PROODOS PROPERTIES INC Status: Completed - Case Closed | 2200 TEAL CLUB ROAD | SSE 1/8 - 1/4 (0.196 mi.) | B4 | 12 |
| PROODOS PROPERTIES INC | 2200 TEAL CLUB RD | SSE 1/8 - 1/4 (0.196 mi.) | B7 | 16 |
| COACHELLA CITY YARD Status: Completed - Case Closed | 1670 2ND | SSE 1/8 - 1/4 (0.234 mi.) | B9 | 20 |
| V-OXNARD AIRPORT FUEL FARM Status: Completed - Case Closed | 2889 5TH ST | SSE 1/8 - 1/4 (0.234 mi.) | B13 | 25 |

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 01/20/2015 has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|---------------------------------------|----------------------------|----------------------------------|---------------|-------------|
| AVIATION MARINE SERVICES | 2800 TEAL CLUB ROAD | S 1/8 - 1/4 (0.187 mi.) | A2 | 10 |
| PROODOS PROPERTIES INC | 2200 TEAL CLUB ROAD | SSE 1/8 - 1/4 (0.196 mi.) | B4 | 12 |
| VENTURA COUNTY DEPARTMENT OF A | 2889 FIFTH STREET | SSE 1/8 - 1/4 (0.234 mi.) | B10 | 22 |

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are

EXECUTIVE SUMMARY

3 CA FID UST sites within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-----------------------------------|--------------------------|----------------------------------|---------------|-------------|
| TRI-COUNTY BUILDERS SUPPLY | 2800 TEAL CLUB | S 1/8 - 1/4 (0.187 mi.) | A1 | 8 |
| ROTOR AIDS | 2200 TEAL CLUB RD | SSE 1/8 - 1/4 (0.196 mi.) | B6 | 15 |
| VENTURA CO. OXNARD AIRPORT | 2889 W 5TH ST | SSE 1/8 - 1/4 (0.234 mi.) | B11 | 22 |

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--------------------------------|----------------------|----------------------------------|---------------|-------------|
| ROTOR AIDS, INC. | 2200 TEAL CLUB RD | SSE 1/8 - 1/4 (0.196 mi.) | B5 | 14 |
| OXNARD AIRPORT | 2889 W 5TH ST | SSE 1/8 - 1/4 (0.234 mi.) | B8 | 17 |
| OXNARD AIR TRAFFIC CONTROL TWR | 2889 W 5TH ST | SSE 1/8 - 1/4 (0.234 mi.) | B12 | 24 |

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-----------------------------------|--------------------------|----------------------------------|---------------|-------------|
| TRI-COUNTY BUILDERS SUPPLY | 2800 TEAL CLUB | S 1/8 - 1/4 (0.187 mi.) | A1 | 8 |
| ROTOR AIDS | 2200 TEAL CLUB RD | SSE 1/8 - 1/4 (0.196 mi.) | B6 | 15 |
| VENTURA CO. OXNARD AIRPORT | 2889 W 5TH ST | SSE 1/8 - 1/4 (0.234 mi.) | B11 | 22 |

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/09/2014 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|--------------------------------|--------------------------|--------------------------------|---------------|-------------|
| MID CONTINENT OF CA INC | 2834 TEAL CLUB RD | S 1/8 - 1/4 (0.188 mi.) | A3 | 10 |

EXECUTIVE SUMMARY

FUDS: The Listing includes locations of Formerly Used Defense Sites Properties where the US Army Corps Of Engineers is actively working or will take necessary cleanup actions.

A review of the FUDS list, as provided by EDR, and dated 06/06/2014 has revealed that there is 1 FUDS site within approximately 1 mile of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-------------------------------|----------------|-----------------------------|---------------|-------------|
| OXNARD ILS OUTER MARK ANNEX | | NE 1/2 - 1 (0.929 mi.) | E24 | 59 |

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTATES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 5 HIST CORTESE sites within approximately 0.5 miles of the target property.

| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-----------------------------------|----------------------------|----------------------------------|---------------|-------------|
| <i>F.A. BORCHARD & SONS</i> | <i>1618 DORIS</i> | <i>E 1/4 - 1/2 (0.369 mi.)</i> | <i>C15</i> | <i>40</i> |
| <i>VEN OAKS PLUMBING</i> | <i>131 MALLARD WAY</i> | <i>SE 1/4 - 1/2 (0.446 mi.)</i> | <i>17</i> | <i>43</i> |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| <i>PROODOS PROPERTIES INC</i> | <i>2200 TEAL CLUB ROAD</i> | <i>SSE 1/8 - 1/4 (0.196 mi.)</i> | <i>B4</i> | <i>12</i> |
| <i>COACHELLA CITY YARD</i> | <i>1670 2ND</i> | <i>SSE 1/8 - 1/4 (0.234 mi.)</i> | <i>B9</i> | <i>20</i> |
| <i>V-OXNARD AIRPORT FUEL FARM</i> | <i>2889 5TH ST</i> | <i>SSE 1/8 - 1/4 (0.234 mi.)</i> | <i>B13</i> | <i>25</i> |

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 3 Notify 65 sites within approximately 1 mile of the target property.

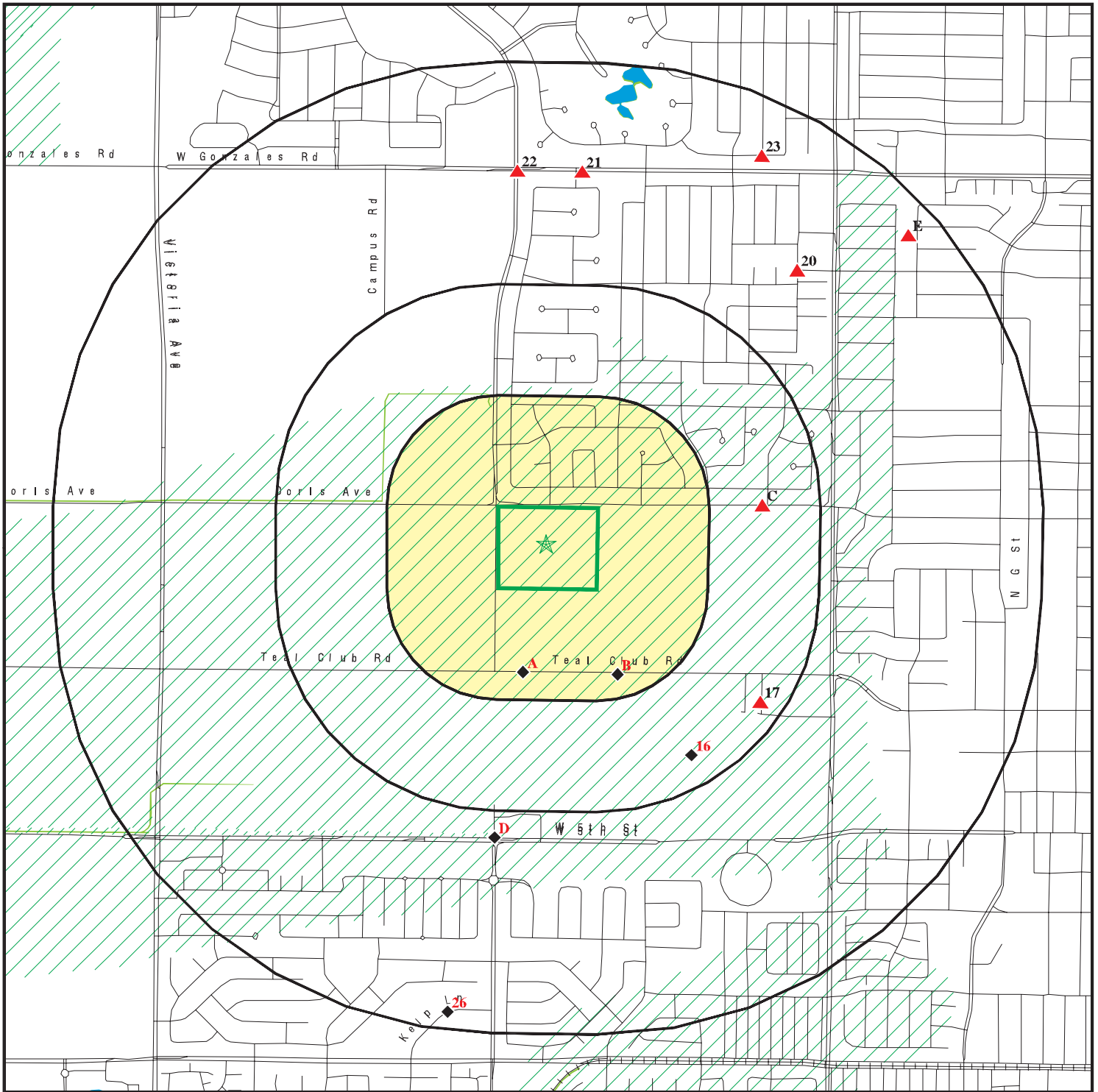
| <u>Equal/Higher Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
|-------------------------------|--------------------|-----------------------------|---------------|-------------|
| GINA & IVYWOOD DR. | GINA & IVYWOOD DR. | NE 1/2 - 1 (0.697 mi.) | 20 | 51 |
| Not reported | 1710 ARLENE | NNE 1/2 - 1 (0.873 mi.) | 23 | 59 |
| <u>Lower Elevation</u> | <u>Address</u> | <u>Direction / Distance</u> | <u>Map ID</u> | <u>Page</u> |
| APARTMENT COMPLEX | 1040 KELP LANE | SSW 1/2 - 1 (0.958 mi.) | 26 | 61 |

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

| <u>Site Name</u> | <u>Database(s)</u> |
|------------------------------------|--------------------|
| COTTAGES OXNARD TRACT 9450- APN #1 | LUST |
| COTTAGES OXNARD TRACT 9450- APN #1 | LUST |
| SANTA CLARA/MAXWELL SWIFT/CONNOLLY | ENVIROSTOR |

OVERVIEW MAP - 4216502.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

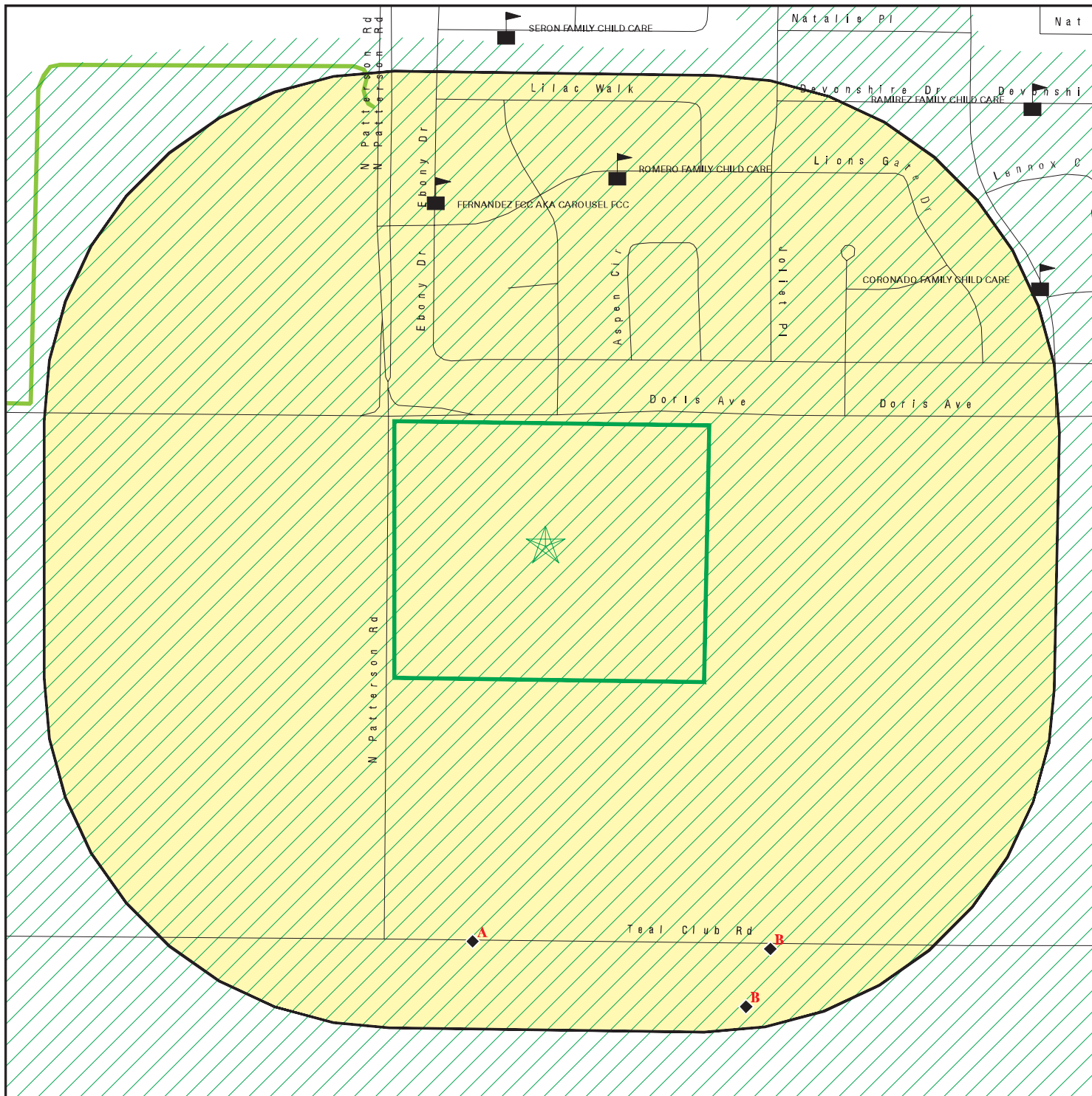









This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.







SITE NAME: Doris Patterson New Academy Site Aquisition
 ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave
 Oxnard CA 93030
 LAT/LONG: 34.2071 / 119.2059

CLIENT: Ninyo & Moore
 CONTACT: Patrick Cullip
 INQUIRY #: 4216502.2s
 DATE: February 24, 2015 4:37 pm

DETAIL MAP - 4216502.2S



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites

-  Indian Reservations BIA
-  Oil & Gas pipelines from USGS
-  100-year flood zone
-  500-year flood zone
-  National Wetland Inventory
-  Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Doris Patterson New Academy Site Aquisition
 ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave
 Oxnard CA 93030
 LAT/LONG: 34.2071 / 119.2059

CLIENT: Ninyo & Moore
 CONTACT: Patrick Cullip
 INQUIRY #: 4216502.2s
 DATE: February 24, 2015 4:39 pm

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|--|-------------------------------|--------------------|-------|-----------|-----------|---------|-----|------------------|
| STANDARD ENVIRONMENTAL RECORDS | | | | | | | | |
| <i>Federal NPL site list</i> | | | | | | | | |
| NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Proposed NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| NPL LIENS | TP | | NR | NR | NR | NR | NR | 0 |
| <i>Federal Delisted NPL site list</i> | | | | | | | | |
| Delisted NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>Federal CERCLIS list</i> | | | | | | | | |
| CERCLIS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| FEDERAL FACILITY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal CERCLIS NFRAP site List</i> | | | | | | | | |
| CERC-NFRAP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal RCRA CORRACTS facilities list</i> | | | | | | | | |
| CORRACTS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>Federal RCRA non-CORRACTS TSD facilities list</i> | | | | | | | | |
| RCRA-TSDF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal RCRA generators list</i> | | | | | | | | |
| RCRA-LQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| RCRA-SQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| RCRA-CESQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| <i>Federal institutional controls / engineering controls registries</i> | | | | | | | | |
| US ENG CONTROLS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US INST CONTROL | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| LUCIS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>Federal ERNS list</i> | | | | | | | | |
| ERNS | TP | | NR | NR | NR | NR | NR | 0 |
| <i>State- and tribal - equivalent NPL RESPONSE</i> | | | | | | | | |
| RESPONSE | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| <i>State- and tribal - equivalent CERCLIS</i> | | | | | | | | |
| ENVIROSTOR | 1.000 | | 0 | 0 | 1 | 5 | NR | 6 |
| <i>State and tribal landfill and/or solid waste disposal site lists</i> | | | | | | | | |
| SWF/LF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| <i>State and tribal leaking storage tank lists</i> | | | | | | | | |
| LUST | 0.500 | | 0 | 4 | 3 | NR | NR | 7 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| SLIC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| INDIAN LUST | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| State and tribal registered storage tank lists | | | | | | | | |
| UST | 0.250 | | 0 | 3 | NR | NR | NR | 3 |
| AST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| INDIAN UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| FEMA UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| State and tribal voluntary cleanup sites | | | | | | | | |
| INDIAN VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ADDITIONAL ENVIRONMENTAL RECORDS | | | | | | | | |
| Local Brownfield lists | | | | | | | | |
| US BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Local Lists of Landfill / Solid Waste Disposal Sites | | | | | | | | |
| ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| DEBRIS REGION 9 | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SWRCY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HAULERS | TP | | NR | NR | NR | NR | NR | 0 |
| INDIAN ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| WMUDS/SWAT | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Local Lists of Hazardous waste / Contaminated Sites | | | | | | | | |
| US CDL | TP | | NR | NR | NR | NR | NR | 0 |
| HIST Cal-Sites | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCH | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| Toxic Pits | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| CDL | TP | | NR | NR | NR | NR | NR | 0 |
| US HIST CDL | TP | | NR | NR | NR | NR | NR | 0 |
| Local Lists of Registered Storage Tanks | | | | | | | | |
| CA FID UST | 0.250 | | 0 | 3 | NR | NR | NR | 3 |
| HIST UST | 0.250 | | 0 | 3 | NR | NR | NR | 3 |
| SWEEPS UST | 0.250 | | 0 | 3 | NR | NR | NR | 3 |
| Local Land Records | | | | | | | | |
| LIENS 2 | TP | | NR | NR | NR | NR | NR | 0 |
| LIENS | TP | | NR | NR | NR | NR | NR | 0 |
| DEED | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Records of Emergency Release Reports | | | | | | | | |
| HMIRS | TP | | NR | NR | NR | NR | NR | 0 |
| CHMIRS | TP | | NR | NR | NR | NR | NR | 0 |
| LDS | TP | | NR | NR | NR | NR | NR | 0 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|------------------------------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| MCS | TP | | NR | NR | NR | NR | NR | 0 |
| SPILLS 90 | TP | | NR | NR | NR | NR | NR | 0 |
| Other Ascertainable Records | | | | | | | | |
| RCRA NonGen / NLR | 0.250 | | 0 | 1 | NR | NR | NR | 1 |
| DOT OPS | TP | | NR | NR | NR | NR | NR | 0 |
| DOD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| FUDS | 1.000 | | 0 | 0 | 0 | 1 | NR | 1 |
| CONSENT | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ROD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UMTRA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| TRIS | TP | | NR | NR | NR | NR | NR | 0 |
| TSCA | TP | | NR | NR | NR | NR | NR | 0 |
| FTTS | TP | | NR | NR | NR | NR | NR | 0 |
| HIST FTTS | TP | | NR | NR | NR | NR | NR | 0 |
| SSTS | TP | | NR | NR | NR | NR | NR | 0 |
| ICIS | TP | | NR | NR | NR | NR | NR | 0 |
| PADS | TP | | NR | NR | NR | NR | NR | 0 |
| MLTS | TP | | NR | NR | NR | NR | NR | 0 |
| RADINFO | TP | | NR | NR | NR | NR | NR | 0 |
| FINDS | TP | | NR | NR | NR | NR | NR | 0 |
| RAATS | TP | | NR | NR | NR | NR | NR | 0 |
| RMP | TP | | NR | NR | NR | NR | NR | 0 |
| CA BOND EXP. PLAN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UIC | TP | | NR | NR | NR | NR | NR | 0 |
| NPDES | TP | | NR | NR | NR | NR | NR | 0 |
| Cortese | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HIST CORTESE | 0.500 | | 0 | 3 | 2 | NR | NR | 5 |
| CUPA Listings | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| Notify 65 | 1.000 | | 0 | 0 | 0 | 3 | NR | 3 |
| DRYCLEANERS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| WIP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| VENTURA CO. BWT | TP | | NR | NR | NR | NR | NR | 0 |
| ENF | TP | | NR | NR | NR | NR | NR | 0 |
| HAZNET | TP | | NR | NR | NR | NR | NR | 0 |
| EMI | TP | | NR | NR | NR | NR | NR | 0 |
| INDIAN RESERV | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCRD DRYCLEANERS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| MED WASTE VENTURA | TP | | NR | NR | NR | NR | NR | 0 |
| LEAD SMELTERS | TP | | NR | NR | NR | NR | NR | 0 |
| MWMP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| US AIRS | TP | | NR | NR | NR | NR | NR | 0 |
| US FIN ASSUR | TP | | NR | NR | NR | NR | NR | 0 |
| EPA WATCH LIST | TP | | NR | NR | NR | NR | NR | 0 |
| Financial Assurance | TP | | NR | NR | NR | NR | NR | 0 |
| PROC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HWT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| HWP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| WDS | TP | | NR | NR | NR | NR | NR | 0 |
| COAL ASH EPA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |

MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|-----------------|-------------------------|-----------------|-------|-----------|-----------|---------|-----|---------------|
| PCB TRANSFORMER | TP | | NR | NR | NR | NR | NR | 0 |
| 2020 COR ACTION | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PRP | TP | | NR | NR | NR | NR | NR | 0 |
| COAL ASH DOE | TP | | NR | NR | NR | NR | NR | 0 |

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

| | | | | | | | | |
|-----------------------|-------|--|---|---|----|----|----|---|
| EDR MGP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| EDR US Hist Auto Stat | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| EDR US Hist Cleaners | 0.250 | | 0 | 0 | NR | NR | NR | 0 |

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

| | | | | | | | | |
|----------|----|--|----|----|----|----|----|---|
| RGA LF | TP | | NR | NR | NR | NR | NR | 0 |
| RGA LUST | TP | | NR | NR | NR | NR | NR | 0 |

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A1
South
1/8-1/4
0.187 mi.
989 ft.

TRI-COUNTY BUILDERS SUPPLY
2800 TEAL CLUB
OXNARD, CA 93030

Site 1 of 3 in cluster A

CA FID UST
SWEEPS UST
ENF

U001966418
N/A

Relative:
Lower

CA FID UST:
Facility ID: 56002321
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 2800 TEAL CLUB RD
Mailing Address 2: Not reported
Mailing City,St,Zip: OXNARD 93030
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
39 ft.

SWEEPS UST:
Status: Active
Comp Number: 1727
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-001727-000001
Tank Status: A
Capacity: 3000
Active Date: Not reported
Tank Use: UNKNOWN
STG: P
Content: Not reported
Number Of Tanks: 1

ENF:
Region: 4
Facility Id: 268643
Agency Name: Tri-County Builders Supply
Place Type: Facility
Place Subtype: Not reported
Facility Type: All other facilities
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.202991
Place Longitude: -119.206611
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRI-COUNTY BUILDERS SUPPLY (Continued)

U001966418

| | |
|----------------------------------|--------------------------|
| SIC Code 3: | Not reported |
| SIC Desc 3: | Not reported |
| NAICS Code 1: | Not reported |
| NAICS Desc 1: | Not reported |
| NAICS Code 2: | Not reported |
| NAICS Desc 2: | Not reported |
| NAICS Code 3: | Not reported |
| NAICS Desc 3: | Not reported |
| # Of Places: | 1 |
| Source Of Facility: | Reg Meas |
| Design Flow: | Not reported |
| Threat To Water Quality: | Not reported |
| Complexity: | Not reported |
| Pretreatment: | Not reported |
| Facility Waste Type: | Not reported |
| Facility Waste Type 2: | Not reported |
| Facility Waste Type 3: | Not reported |
| Facility Waste Type 4: | Not reported |
| Program: | AGT |
| Program Category1: | TANKS |
| Program Category2: | TANKS |
| # Of Programs: | 1 |
| WDID: | 4CUPA000021 |
| Reg Measure Id: | 166963 |
| Reg Measure Type: | Unregulated |
| Region: | 4 |
| Order #: | Not reported |
| Npdes# CA#: | Not reported |
| Major-Minor: | Not reported |
| Npdes Type: | Not reported |
| Reclamation: | Not reported |
| Dredge Fill Fee: | Not reported |
| 301H: | Not reported |
| Application Fee Amt Received: | Not reported |
| Status: | Never Active |
| Status Date: | 02/20/2013 |
| Effective Date: | Not reported |
| Expiration/Review Date: | Not reported |
| Termination Date: | Not reported |
| WDR Review - Amend: | Not reported |
| WDR Review - Revise/Renew: | Not reported |
| WDR Review - Rescind: | Not reported |
| WDR Review - No Action Required: | Not reported |
| WDR Review - Pending: | Not reported |
| WDR Review - Planned: | Not reported |
| Status Enrollee: | N |
| Individual/General: | I |
| Fee Code: | Not reported |
| Direction/Voice: | Passive |
| Enforcement Id(EID): | 238385 |
| Region: | 4 |
| Order / Resolution Number: | SEL |
| Enforcement Action Type: | Staff Enforcement Letter |
| Effective Date: | 09/07/2000 |
| Adoption/Issuance Date: | Not reported |
| Achieve Date: | Not reported |
| Termination Date: | 09/07/2000 |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRI-COUNTY BUILDERS SUPPLY (Continued)

U001966418

ACL Issuance Date: Not reported
EPL Issuance Date: Not reported
Status: Historical
Title: Enforcement - 4CUPA000021
Description: Notice of Noncompliance sent 9/7/00 for failure to pay fees.
Not reported
Program: AGT
Latest Milestone Completion Date: Not reported
Of Programs1: 1
Total Assessment Amount: \$0.00
Initial Assessed Amount: \$0.00
Liability \$ Amount: \$0.00
Project \$ Amount: \$0.00
Liability \$ Paid: \$0.00
Project \$ Completed: \$0.00
Total \$ Paid/Completed Amount: \$0.00

A2
South
1/8-1/4
0.187 mi.
989 ft.

AVIATION MARINE SERVICES
2800 TEAL CLUB ROAD
OXNARD, CA
Site 2 of 3 in cluster A

UST U002169445
N/A

Relative:
Lower
Actual:
39 ft.

VENTURA CO. UST:
Facility ID: D 1033
Facility Status: Inactive
York Number: 146062

A3
South
1/8-1/4
0.188 mi.
990 ft.

MID CONTINENT OF CA INC
2834 TEAL CLUB RD
OXNARD, CA 93030
Site 3 of 3 in cluster A

RCRA NonGen / NLR 1000108604
FINDS CAD095147385

Relative:
Lower
Actual:
39 ft.

RCRA NonGen / NLR:
Date form received by agency: 11/12/1980
Facility name: MID CONTINENT OF CA INC
Facility address: 2834 TEAL CLUB RD
OXNARD, CA 93030
EPA ID: CAD095147385
Mailing address: PO BOX 489
OXNARD, CA 93030
Contact: ENVIRONMENTAL MANAGER
Contact address: 2834 TEAL CLUB RD
OXNARD, CA 93030
Contact country: US
Contact telephone: (805) 487-6365
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: WESTERN FARM SERVICE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MID CONTINENT OF CA INC (Continued)

1000108604

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002664625

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

B4
SSE
1/8-1/4
0.196 mi.
1036 ft.

PROODOS PROPERTIES INC
2200 TEAL CLUB ROAD
OXNARD, CA

Site 1 of 10 in cluster B

HIST CORTESE
LUST
UST
EMI

U002244258
N/A

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-95076

Actual:
42 ft.

LUST:

Region: STATE
Global Id: T0611100975
Latitude: 34.202246
Longitude: -119.203847
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/28/1996
Lead Agency: VENTURA COUNTY LOP
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: C-95076
LOC Case Number: 95076
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Aviation
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0611100975
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Status History:

Global Id: T0611100975
Status: Open - Case Begin Date
Status Date: 02/08/1995

Global Id: T0611100975
Status: Open - Site Assessment
Status Date: 02/08/1995

Global Id: T0611100975
Status: Open - Site Assessment
Status Date: 03/06/1995

Global Id: T0611100975
Status: Completed - Case Closed
Status Date: 03/28/1996

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRODOS PROPERTIES INC (Continued)

U002244258

Global Id: T0611100975
Status: Open - Verification Monitoring
Status Date: 01/02/1996

Global Id: T0611100975
Status: Open - Remediation
Status Date: 11/06/1995

Regulatory Activities:

Global Id: T0611100975
Action Type: RESPONSE
Date: 01/01/1997
Action: Correspondence

Global Id: T0611100975
Action Type: Other
Date: 02/08/1995
Action: Leak Reported

Global Id: T0611100975
Action Type: Other
Date: 02/08/1995
Action: Leak Discovery

VENTURA CO. UST:

Facility ID: D 1161
Facility Status: Inactive
York Number: 146066

EMI:

Year: 1987
County Code: 56
Air Basin: SCC
Facility ID: 1134
Air District Name: VEN
SIC Code: 4212
Air District Name: VENTURA COUNTY APCD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

B5
SSE
1/8-1/4
0.196 mi.
1036 ft.

ROTOR AIDS, INC.
2200 TEAL CLUB RD
OXNARD, CA 93030
Site 2 of 10 in cluster B

HIST UST **U001579850**
 N/A

Relative:
Lower

HIST UST:
 Region: STATE
 Facility ID: 00000019514
 Facility Type: Other
 Other Type: HELICOPTER CHARTER
 Contact Name: LOUIS J. LAUGHLIN
 Telephone: 8059843860
 Owner Name: EVERGREEN HELICOPTERS, INC.
 Owner Address: 3850 THREE MILE LANE
 Owner City,St,Zip: MCMINNVILLE, OR 97128
 Total Tanks: 0004

Actual:
42 ft.

Tank Num: 001
 Container Num: 1
 Year Installed: 1980
 Tank Capacity: 00001500
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Container Construction Thickness: 3/6"
 Leak Detection: Visual, Stock Inventor

Tank Num: 002
 Container Num: JET
 Year Installed: 1980
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: 06
 Container Construction Thickness: 1/4
 Leak Detection: Visual, Stock Inventor

Tank Num: 003
 Container Num: 100
 Year Installed: 1980
 Tank Capacity: 00005000
 Tank Used for: PRODUCT
 Type of Fuel: 06
 Container Construction Thickness: 1/4
 Leak Detection: Visual, Stock Inventor

Tank Num: 004
 Container Num: DIESEL
 Year Installed: 1980
 Tank Capacity: 00001500
 Tank Used for: PRODUCT
 Type of Fuel: DIESEL
 Container Construction Thickness: 3/16"
 Leak Detection: Visual, Stock Inventor

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

B6
SSE
1/8-1/4
0.196 mi.
1036 ft.

ROTOR AIDS
2200 TEAL CLUB RD
OXNARD, CA
Site 3 of 10 in cluster B

CA FID UST **S101619941**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
 Facility ID: 56004837
 Regulated By: UTNKA
 Regulated ID: 19514
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: Not reported
 Mail To: Not reported
 Mailing Address: 2200 TEAL CLUB RD
 Mailing Address 2: Not reported
 Mailing City, St, Zip: OXNARD
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

Actual:
42 ft.

SWEEPS UST:
 Status: Active
 Comp Number: 16
 Number: 9
 Board Of Equalization: Not reported
 Referral Date: 09-30-92
 Action Date: 09-30-92
 Created Date: 02-29-88
 Owner Tank Id: Not reported
 SWRCB Tank Id: 56-000-000016-000001
 Tank Status: A
 Capacity: Not reported
 Active Date: Not reported
 Tank Use: UNKNOWN
 STG: P
 Content: Not reported
 Number Of Tanks: 4

Status: Active
 Comp Number: 16
 Number: 9
 Board Of Equalization: Not reported
 Referral Date: 09-30-92
 Action Date: 09-30-92
 Created Date: 02-29-88
 Owner Tank Id: Not reported
 SWRCB Tank Id: 56-000-000016-000002
 Tank Status: A
 Capacity: Not reported
 Active Date: Not reported
 Tank Use: UNKNOWN
 STG: P
 Content: Not reported
 Number Of Tanks: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

ROTOR AIDS (Continued)

S101619941

Status: Active
 Comp Number: 16
 Number: 9
 Board Of Equalization: Not reported
 Referral Date: 09-30-92
 Action Date: 09-30-92
 Created Date: 02-29-88
 Owner Tank Id: Not reported
 SWRCB Tank Id: 56-000-000016-000003
 Tank Status: A
 Capacity: Not reported
 Active Date: Not reported
 Tank Use: UNKNOWN
 STG: P
 Content: Not reported
 Number Of Tanks: Not reported

Status: Active
 Comp Number: 16
 Number: 9
 Board Of Equalization: Not reported
 Referral Date: 09-30-92
 Action Date: 09-30-92
 Created Date: 02-29-88
 Owner Tank Id: Not reported
 SWRCB Tank Id: 56-000-000016-000004
 Tank Status: A
 Capacity: Not reported
 Active Date: Not reported
 Tank Use: UNKNOWN
 STG: P
 Content: Not reported
 Number Of Tanks: Not reported

B7
SSE
1/8-1/4
0.196 mi.
1036 ft.

PROODOS PROPERTIES INC
2200 TEAL CLUB RD
OXNARD, CA 93030
Site 4 of 10 in cluster B

LUST S104164926
N/A

Relative:
Lower

LUST REG 4:
 Region: 4
 Regional Board: 04
 County: Ventura
 Facility Id: C-95076
 Status: Case Closed
 Substance: Jet Fuel
 Substance Quantity: Not reported
 Local Case No: 95076
 Case Type: Groundwater
 Abatement Method Used at the Site: EDET
 Global ID: T0611100975
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 56000L
 Cross Street: Not reported
 Enforcement Type: Not reported
 Date Leak Discovered: 2/8/1995

Actual:
42 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PROODOS PROPERTIES INC (Continued)

S104164926

Date Leak First Reported: 2/8/1995
Date Leak Record Entered: Not reported
Date Confirmation Began: 2/8/1995
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: 3/28/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3068.3520395838009511841642405
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 2/8/1995
Preliminary Site Assessment Began: 3/6/1995
Pollution Characterization Began: 3/6/1995
Remediation Plan Submitted: 11/6/1995
Remedial Action Underway: 11/6/1995
Post Remedial Action Monitoring Began: 1/2/1996
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: PROODOS PROPERTIES INC
RP Address: Not reported
Program: LUST
Lat/Long: 34.2028686 / -1
Local Agency Staff: KCK
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 95076
Status: Case Closed

B8
SSE
1/8-1/4
0.234 mi.
1234 ft.

OXNARD AIRPORT
2889 W 5TH ST
OXNARD, CA 93030
Site 5 of 10 in cluster B

NPDES **U001579816**
HIST UST **N/A**
WDS

Relative:
Lower
Actual:
41 ft.

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OXNARD AIRPORT (Continued)

U001579816

Region: 4
Regulatory Measure Id: 192582
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 561002776
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/02/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Ventura Cnty Dept of Airports
Discharge Address: 555 Airport Way Ste B
Discharge City: Camarillo
Discharge State: California
Discharge Zip: 93010

HIST UST:

Region: STATE
Facility ID: 00000056794
Facility Type: Other
Other Type: AIRPORT
Contact Name: T.B. IVERSEN
Telephone: 8053884201
Owner Name: DEPARTMENT OF AIRPORTS
Owner Address: 800 SOUTH VICTORIA AVENUE
Owner City,St,Zip: VENTURA, CA 93009
Total Tanks: 0005

Tank Num: 001
Container Num: W-1
Year Installed: 1976
Tank Capacity: 00000085
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual, 10

Tank Num: 002
Container Num: W-2
Year Installed: 1976
Tank Capacity: 00000400
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual, 10

Tank Num: 003
Container Num: W-3
Year Installed: 1976
Tank Capacity: 00000100
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual, 10

Tank Num: 004

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OXNARD AIRPORT (Continued)

U001579816

Container Num: A-1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: 1/4
Leak Detection: Visual, 10

Tank Num: 005
Container Num: A-2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: 1/4
Leak Detection: Visual, 10

CA WDS:

Facility ID: 4 561002776
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8053884200
Facility Contact: Scott Smith/Christ Hastert
Agency Name: VENTURA CO DEPT OF AIRPORTS
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: County
SIC Code: 4581
SIC Code 2: 4512
Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste: STORMS
Waste Type2: Not reported
Waste2: Stormwater Runoff
Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

OXNARD AIRPORT (Continued)

U001579816

Complexity: Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
 Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

B9
SSE
 1/8-1/4
 0.234 mi.
 1234 ft.

COACHELLA CITY YARD
1670 2ND
COACHELLA, CA 92236
Site 6 of 10 in cluster B

HIST CORTESE
LUST

S103066235
N/A

Relative:
Lower

HIST CORTESE:
 Region: CORTESE
 Facility County Code: 33
 Reg By: LTNKA
 Reg Id: 7T2236002

Actual:
41 ft.

LUST:
 Region: STATE
 Global Id: T0606500932
 Latitude: 33.6831409
 Longitude: -116.1768474
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 12/08/1999
 Lead Agency: RIVERSIDE COUNTY LOP
 Case Worker: RIV
 Local Agency: RIVERSIDE COUNTY LOP
 RB Case Number: 7T2236002
 LOC Case Number: 89169
 File Location: Local Agency Warehouse
 Potential Media Affect: Aquifer used for drinking water supply
 Potential Contaminants of Concern: Diesel
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0606500932
 Contact Type: Regional Board Caseworker
 Contact Name: Phan Le
 Organization Name: COLORADO RIVER BASIN RWQCB (REGION 7)
 Address: 73720 FRED WARING DRIVE SUITE #100
 City: PALM DESERT
 Email: ple@waterboards.ca.gov
 Phone Number: 7607768974

Global Id: T0606500932
 Contact Type: Local Agency Caseworker
 Contact Name: Riverside County LOP Closed Cases
 Organization Name: RIVERSIDE COUNTY LOP
 Address: 3880 LEMON ST SUITE 200
 City: RIVERSIDE
 Email: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COACHELLA CITY YARD (Continued)

S103066235

Phone Number: 9519558980

Status History:

Global Id: T0606500932
Status: Open - Case Begin Date
Status Date: 10/01/1986

Global Id: T0606500932
Status: Open - Site Assessment
Status Date: 10/13/1993

Global Id: T0606500932
Status: Open - Site Assessment
Status Date: 05/11/1994

Global Id: T0606500932
Status: Completed - Case Closed
Status Date: 12/08/1999

Global Id: T0606500932
Status: Open - Remediation
Status Date: 08/08/1995

Global Id: T0606500932
Status: Open - Site Assessment
Status Date: 10/11/1986

Regulatory Activities:

Global Id: T0606500932
Action Type: Other
Date: 10/11/1986
Action: Leak Reported

Global Id: T0606500932
Action Type: Other
Date: 03/01/1989
Action: Leak Stopped

Global Id: T0606500932
Action Type: Other
Date: 10/01/1986
Action: Leak Discovery

Global Id: T0606500932
Action Type: ENFORCEMENT
Date: 12/07/1999
Action: File review - #RCDEH Upload Site File 5/5/2010

Global Id: T0606500932
Action Type: ENFORCEMENT
Date: 12/08/1999
Action: Closure/No Further Action Letter - #Riv Co Closure

LUST REG 7:

Region: 7

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COACHELLA CITY YARD (Continued)

S103066235

Status: 9 - Case Closed
Case Num: 7T2236002
Substance: Diesel fuel oil and additives
ID: 653
Global ID: T0606500932
Lead Agency: Local Agency
Case Worker: YO

RIVERSIDE CO. LUST:

Region: RIVERSIDE
Facility ID: 89169
Employee: Shurlow-LOP
Site Closed: Yes
Case Type: Other ground water affected
Facility Status: closed/action completed

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 89169
Status: Case Closed

B10
SSE
1/8-1/4
0.234 mi.
1234 ft.

VENTURA COUNTY DEPARTMENT OF AIRPORTS
2889 FIFTH STREET
OXNARD, CA 93030
Site 7 of 10 in cluster B

UST U004066761
N/A

Relative:
Lower

UST:
Facility ID: 065-013-056416
Permitting Agency: OXNARD, CITY OF
Latitude: 34.1988691
Longitude: -119.2052337

Actual:
41 ft.

B11
SSE
1/8-1/4
0.234 mi.
1234 ft.

VENTURA CO. OXNARD AIRPORT
2889 W 5TH ST
OXNARD, CA 93030
Site 8 of 10 in cluster B

CA FID UST S101596354
SWEEPS UST N/A

Relative:
Lower

CA FID UST:
Facility ID: 56001693
Regulated By: UTKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 2889 W 5TH ST
Mailing Address 2: Not reported
Mailing City, St, Zip: OXNARD 93030
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported

Actual:
41 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VENTURA CO. OXNARD AIRPORT (Continued)

S101596354

Comments: Not reported
Status: Active

SWEEPS UST:

Status: Active
Comp Number: 739
Number: 9
Board Of Equalization: 44-030692
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-000739-000001
Tank Status: A
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 5

Status: Active
Comp Number: 739
Number: 9
Board Of Equalization: 44-030692
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-000739-000002
Tank Status: A
Capacity: 12000
Active Date: Not reported
Tank Use: UNKNOWN
STG: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 739
Number: 9
Board Of Equalization: 44-030692
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-000739-000003
Tank Status: A
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 739

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VENTURA CO. OXNARD AIRPORT (Continued)

S101596354

Number: 9
Board Of Equalization: 44-030692
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-000739-000004
Tank Status: A
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 739
Number: 9
Board Of Equalization: 44-030692
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-000739-000005
Tank Status: A
Capacity: 400
Active Date: Not reported
Tank Use: OIL
STG: W
Content: Not reported
Number Of Tanks: Not reported

B12
SSE
1/8-1/4
0.234 mi.
1234 ft.

OXNARD AIR TRAFFIC CONTROL TWR
2889 W 5TH ST
OXNARD, CA 93030
Site 9 of 10 in cluster B

HIST UST **U001579815**
N/A

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000059033
Facility Type: Other
Other Type: AIR TRAFFIC CONTROL
Contact Name: CHET ISGAR
Telephone: 8059841420
Owner Name: FAA
Owner Address: 660 W. AVE. "J"
Owner City,St,Zip: LANCASTER, CA 93534
Total Tanks: 0001

Actual:
41 ft.

Tank Num: 001
Container Num: 1
Year Installed: 1960
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

B13 V-OXNARD AIRPORT FUEL FARM
SSE 2889 5TH ST
1/8-1/4 OXNARD, CA 93030
0.234 mi.
1234 ft. **Site 10 of 10 in cluster B**

HIST CORTESE **S101305808**
LUST **N/A**
ENF

Relative:
Lower

HIST CORTESE:
Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-89169

Actual:
41 ft.

Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-88114

LUST:

Region: STATE
Global Id: T0611100567
Latitude: 34.1968603
Longitude: -119.1360281
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/10/2001
Lead Agency: VENTURA COUNTY LOP
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: C-89169
LOC Case Number: 89169
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0611100567
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Status History:

Global Id: T0611100567
Status: Completed - Case Closed
Status Date: 01/10/2001

Global Id: T0611100567
Status: Open - Case Begin Date
Status Date: 11/04/1989

Global Id: T0611100567
Status: Open - Site Assessment
Status Date: 11/04/1989

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Global Id: T0611100567
Status: Open - Site Assessment
Status Date: 11/06/1989

Global Id: T0611100567
Status: Open - Site Assessment
Status Date: 10/20/1990

Regulatory Activities:

Global Id: T0611100567
Action Type: ENFORCEMENT
Date: 01/29/2001
Action: Closure/No Further Action Letter

Global Id: T0611100567
Action Type: Other
Date: 11/04/1989
Action: Leak Reported

Global Id: T0611100567
Action Type: ENFORCEMENT
Date: 11/06/1989
Action: * Historical Enforcement

Global Id: T0611100567
Action Type: Other
Date: 11/04/1989
Action: Leak Discovery

Region: STATE
Global Id: T0611100354
Latitude: 34.198155348667
Longitude: -119.199814796448
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/09/2012
Lead Agency: VENTURA COUNTY LOP
Case Worker: DBW
Local Agency: VENTURA COUNTY LOP
RB Case Number: 88114
LOC Case Number: 88114
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: BLANK

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0611100354
Contact Type: Local Agency Caseworker
Contact Name: DIANE B. WAHL
Organization Name: VENTURA COUNTY LOP
Address: 800 S. VICTORIA AVE.
City: VENTURA
Email: diane.wahl@ventura.org

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Phone Number: 8056545040

Global Id: T0611100354
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Status History:

Global Id: T0611100354
Status: Open - Site Assessment
Status Date: 08/26/1988

Global Id: T0611100354
Status: Open - Site Assessment
Status Date: 10/05/1988

Global Id: T0611100354
Status: Open - Verification Monitoring
Status Date: 06/22/2010

Global Id: T0611100354
Status: Open - Case Begin Date
Status Date: 08/26/1988

Global Id: T0611100354
Status: Completed - Case Closed
Status Date: 03/09/2012

Global Id: T0611100354
Status: Open - Site Assessment
Status Date: 01/26/1990

Global Id: T0611100354
Status: Open - Remediation
Status Date: 06/07/2002

Regulatory Activities:

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 11/30/2006
Action: Technical Correspondence / Assistance / Other - #16

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 01/23/2007
Action: Technical Correspondence / Assistance / Other - #17

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 02/22/2007
Action: Technical Correspondence / Assistance / Other - #18

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

| | |
|--------------|---|
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 08/08/2007 |
| Action: | Meeting - #22 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 09/04/2007 |
| Action: | Technical Correspondence / Assistance / Other - #23 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 10/03/2006 |
| Action: | Technical Correspondence / Assistance / Other - #14 |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 02/15/2005 |
| Action: | Other Workplan |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 12/09/2005 |
| Action: | Other Report / Document |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 01/14/2011 |
| Action: | Clean Up Fund - 5-Year Review Summary |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 08/24/2010 |
| Action: | Staff Letter |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 07/28/2005 |
| Action: | * Historical Enforcement - #6 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 07/09/2007 |
| Action: | Technical Correspondence / Assistance / Other - #21 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 05/22/2007 |
| Action: | Technical Correspondence / Assistance / Other - #20 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 08/30/2006 |
| Action: | Technical Correspondence / Assistance / Other - #13 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Date: 06/15/2009
Action: Staff Letter

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 10/05/2009
Action: Staff Letter

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 03/20/2006
Action: * Historical Enforcement - #8

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 03/15/2007
Action: Meeting - #19

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 04/22/2008
Action: Technical Correspondence / Assistance / Other - #25

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 06/23/2005
Action: * No Action - #5

Global Id: T0611100354
Action Type: RESPONSE
Date: 07/30/2008
Action: Monitoring Report - Quarterly

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 07/22/2011
Action: Staff Letter

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 12/06/2010
Action: Staff Letter

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 05/27/2008
Action: * No Action - #27

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 05/01/2008
Action: Technical Correspondence / Assistance / Other - #26

Global Id: T0611100354
Action Type: RESPONSE
Date: 06/19/2006
Action: Other Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

| | |
|--------------|---|
| Global Id: | T0611100354 |
| Action Type: | Other |
| Date: | 08/26/1988 |
| Action: | Leak Reported |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 01/30/2009 |
| Action: | Monitoring Report - Semi-Annually |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 10/29/2010 |
| Action: | Monitoring Report - Quarterly |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 12/31/2009 |
| Action: | Final Remedial Action Report / Corrective Action Report |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 03/15/2012 |
| Action: | Well Destruction Report |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 10/31/2007 |
| Action: | Other Workplan |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 05/16/2008 |
| Action: | Other Report / Document |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 11/21/2011 |
| Action: | Staff Letter |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 09/10/2003 |
| Action: | File review - #2 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 09/03/2008 |
| Action: | Staff Letter |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 07/17/2006 |
| Action: | Other Report / Document |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Date: 07/14/2011
Action: Other Report / Document

Global Id: T0611100354
Action Type: RESPONSE
Date: 12/16/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 01/01/2017
Action: File review

Global Id: T0611100354
Action Type: RESPONSE
Date: 07/29/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0611100354
Action Type: RESPONSE
Date: 03/14/2011
Action: Correspondence

Global Id: T0611100354
Action Type: RESPONSE
Date: 03/03/2011
Action: Correspondence

Global Id: T0611100354
Action Type: RESPONSE
Date: 06/30/2010
Action: Well Installation Report

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 03/12/2012
Action: Closure/No Further Action Letter

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 07/05/2006
Action: Technical Correspondence / Assistance / Other - #12

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 07/08/2008
Action: File review

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 11/14/2005
Action: * Historical Enforcement - #7

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 08/26/1988
Action: * Historical Enforcement - #1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

| | |
|--------------|---|
| Global Id: | T0611100354 |
| Action Type: | Other |
| Date: | 08/26/1988 |
| Action: | Leak Discovery |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 04/12/2010 |
| Action: | Staff Letter |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 04/06/2007 |
| Action: | CAP/RAP - Feasibility Study Report |
| Global Id: | T0611100354 |
| Action Type: | REMEDIATION |
| Date: | 05/15/2003 |
| Action: | Pump & Treat (P&T) Groundwater |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 05/23/2006 |
| Action: | Technical Correspondence / Assistance / Other - #9 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 05/24/2006 |
| Action: | Technical Correspondence / Assistance / Other - #10 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 10/30/2006 |
| Action: | Technical Correspondence / Assistance / Other - #15 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 03/30/2005 |
| Action: | * Historical Enforcement - #4 |
| Global Id: | T0611100354 |
| Action Type: | ENFORCEMENT |
| Date: | 01/01/2005 |
| Action: | * Historical Enforcement - #3 |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 07/30/2008 |
| Action: | Remedial Progress Report |
| Global Id: | T0611100354 |
| Action Type: | RESPONSE |
| Date: | 07/14/2006 |
| Action: | Other Report / Document |
| Global Id: | T0611100354 |
| Action Type: | Other |

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Date: 08/26/1988
Action: Leak Stopped

Global Id: T0611100354
Action Type: REMEDIATION
Date: 12/02/2000
Action: Free Product Removal

Global Id: T0611100354
Action Type: REMEDIATION
Date: 11/10/2009
Action: Excavation

Global Id: T0611100354
Action Type: REMEDIATION
Date: 12/14/2009
Action: Excavation

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 06/05/2006
Action: Technical Correspondence / Assistance / Other - #11

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 08/26/2008
Action: Meeting

Global Id: T0611100354
Action Type: RESPONSE
Date: 11/30/2006
Action: Other Workplan

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 11/10/2009
Action: Staff Letter

Global Id: T0611100354
Action Type: RESPONSE
Date: 07/23/2007
Action: Other Report / Document

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 07/18/2011
Action: LOP Case Closure Summary to RB

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 02/24/2011
Action: Staff Letter

Global Id: T0611100354
Action Type: REMEDIATION
Date: 05/15/2003
Action: Soil Vapor Extraction (SVE)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Global Id: T0611100354
Action Type: REMEDIATION
Date: 12/10/2002
Action: Excavation

Global Id: T0611100354
Action Type: REMEDIATION
Date: 09/15/2003
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 02/19/2008
Action: Technical Correspondence / Assistance / Other - #24

Global Id: T0611100354
Action Type: ENFORCEMENT
Date: 06/25/2008
Action: Meeting - #28

Global Id: T0611100354
Action Type: RESPONSE
Date: 02/15/2007
Action: CAP/RAP - Other Report

Global Id: T0611100354
Action Type: RESPONSE
Date: 10/20/2006
Action: Other Workplan

Global Id: T0611100354
Action Type: RESPONSE
Date: 10/30/2008
Action: Remedial Progress Report

Global Id: T0611100354
Action Type: RESPONSE
Date: 12/31/2009
Action: Well Installation Workplan

Global Id: T0611100354
Action Type: RESPONSE
Date: 04/30/2010
Action: Monitoring Report - Quarterly

LUST REG 4:

Region: 4
Regional Board: 04
County: Ventura
Facility Id: C-89169
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 89169
Case Type: Groundwater
Abatement Method Used at the Site: ETED

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Global ID: T0611100567
W Global ID: Not reported
Staff: UNK
Local Agency: 56000L
Cross Street: Not reported
Enforcement Type: CLOS
Date Leak Discovered: 11/4/1989
Date Leak First Reported: 11/4/1989
Date Leak Record Entered: Not reported
Date Confirmation Began: 11/6/1989
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: 1/10/2001
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4799.4475118667571159980656828
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 11/4/1989
Preliminary Site Assessment Began: 10/20/1990
Pollution Characterization Began: 10/20/1990
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 11/6/1989
Historical Max MTBE Date: 11/1/1996
Hist Max MTBE Conc in Groundwater: 4.2
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: VTA CO DEPT OF AIRPORTS
RP Address: Not reported
Program: LUST
Lat/Long: 34.1977157 / -1
Local Agency Staff: KCK
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

Region: 4
Regional Board: 04
County: Ventura
Facility Id: C-88114
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 88114

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

Case Type: Groundwater
Abatement Method Used at the Site: ETED
Global ID: T0611100354
W Global ID: Not reported
Staff: UNK
Local Agency: 56000L
Cross Street: Not reported
Enforcement Type: FREV
Date Leak Discovered: 8/26/1988
Date Leak First Reported: 8/26/1988
Date Leak Record Entered: Not reported
Date Confirmation Began: 8/26/1988
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4799.4475118667571159980656828
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 10/5/1988
Preliminary Site Assessment Began: 1/26/1990
Pollution Characterization Began: 1/26/1990
Remediation Plan Submitted: Not reported
Remedial Action Underway: 6/7/2002
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 8/26/1988
Historical Max MTBE Date: 3/26/2004
Hist Max MTBE Conc in Groundwater: 1490
Hist Max MTBE Conc in Soil: 207000
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: =
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: VTA CO DEPT OF AIRPORTS
RP Address: Not reported
Program: LUST
Lat/Long: 34.1977157 / -1
Local Agency Staff: KCK
Beneficial Use: AGR, MUN
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 88114
Status: Remedial action (cleanup) Underway

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

ENF:
Region: 4
Facility Id: 246922
Agency Name: Ventura Cnty Dept of Airports
Place Type: Facility
Place Subtype: Not reported
Facility Type: All other facilities
Agency Type: City Agency
Of Agencies: 1
Place Latitude: 34.197577
Place Longitude: -119.210846
SIC Code 1: 4581
SIC Desc 1: Airports, Flying Fields, and Airport Terminal Services
SIC Code 2: 4512
SIC Desc 2: Air Transportation, Scheduled
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported
NAICS Code 3: Not reported
NAICS Desc 3: Not reported
Of Places: 1
Source Of Facility: Reg Meas
Design Flow: Not reported
Threat To Water Quality: Not reported
Complexity: Not reported
Pretreatment: Not reported
Facility Waste Type: Not reported
Facility Waste Type 2: Not reported
Facility Waste Type 3: Not reported
Facility Waste Type 4: Not reported
Program: AGT
Program Category1: TANKS
Program Category2: TANKS
Of Programs: 1
WDID: 4CUPA000228
Reg Measure Id: 169437
Reg Measure Type: Unregulated
Region: 4
Order #: Not reported
Npdes# CA#: Not reported
Major-Minor: Not reported
Npdes Type: Not reported
Reclamation: Not reported
Dredge Fill Fee: Not reported
301H: Not reported
Application Fee Amt Received: Not reported
Status: Never Active
Status Date: 02/20/2013
Effective Date: Not reported
Expiration/Review Date: Not reported
Termination Date: Not reported
WDR Review - Amend: Not reported
WDR Review - Revise/Renew: Not reported
WDR Review - Rescind: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

V-OXNARD AIRPORT FUEL FARM (Continued)

S101305808

| | |
|-----------------------------------|---|
| WDR Review - No Action Required: | Not reported |
| WDR Review - Pending: | Not reported |
| WDR Review - Planned: | Not reported |
| Status Enrollee: | N |
| Individual/General: | I |
| Fee Code: | Not reported |
| Direction/Voice: | Passive |
| Enforcement Id(EID): | 241301 |
| Region: | 4 |
| Order / Resolution Number: | SEL |
| Enforcement Action Type: | Staff Enforcement Letter |
| Effective Date: | 02/25/2002 |
| Adoption/Issuance Date: | 02/25/2002 |
| Achieve Date: | Not reported |
| Termination Date: | 02/25/2002 |
| ACL Issuance Date: | Not reported |
| EPL Issuance Date: | Not reported |
| Status: | Historical |
| Title: | Notice of Noncompliance sent 2/25/02 for no SPCC onsite - 4CUPA000228 |
| Description: | Notice of Noncompliance sent 2/25/02 for failure to have a SPCC onsite. |
| Program: | AGT |
| Latest Milestone Completion Date: | Not reported |
| # Of Programs1: | 1 |
| Total Assessment Amount: | \$0.00 |
| Initial Assessed Amount: | \$0.00 |
| Liability \$ Amount: | \$0.00 |
| Project \$ Amount: | \$0.00 |
| Liability \$ Paid: | \$0.00 |
| Project \$ Completed: | \$0.00 |
| Total \$ Paid/Completed Amount: | \$0.00 |

C14
East
1/4-1/2
0.369 mi.
1949 ft.

F.A. BORCHARD & SONS
1618 DORIS AVE
OXNARD, CA 93030
Site 1 of 2 in cluster C

LUST U001579738
HIST UST N/A

Relative:
Higher

| | |
|------------------------------------|--------------------|
| LUST REG 4: | |
| Region: | 4 |
| Regional Board: | 04 |
| County: | Ventura |
| Facility Id: | C-87067 |
| Status: | Case Closed |
| Substance: | Gasoline |
| Substance Quantity: | Not reported |
| Local Case No: | 87067 |
| Case Type: | Groundwater |
| Abatement Method Used at the Site: | Excavate and Treat |
| Global ID: | T0611100208 |
| W Global ID: | Not reported |
| Staff: | UNK |
| Local Agency: | 56000L |
| Cross Street: | Not reported |
| Enforcement Type: | EF |
| Date Leak Discovered: | 6/9/1987 |
| Date Leak First Reported: | 6/9/1987 |
| Date Leak Record Entered: | Not reported |

Actual:
53 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

F.A. BORCHARD & SONS (Continued)

U001579738

Date Confirmation Began: 7/1/1988
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: 2/9/1998
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 2377.843836479272394490823504
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 6/9/1987
Preliminary Site Assessment Began: 9/21/1989
Pollution Characterization Began: 9/21/1989
Remediation Plan Submitted: 4/20/1990
Remedial Action Underway: 3/14/1994
Post Remedial Action Monitoring Began: 1/21/1998
Enforcement Action Date: 6/9/1987
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: F A BORCHARD & SONS
RP Address: Not reported
Program: LUST
Lat/Long: 34.2082616 / -1
Local Agency Staff: EHD
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 87067
Status: Case Closed

HIST UST:

Region: STATE
Facility ID: 00000027807
Facility Type: Other
Other Type: FARMING
Contact Name: RALPH W. BORCHARD
Telephone: 8059846974
Owner Name: F.A. BORCHARD & SONS
Owner Address: P.O. BOX 1372
Owner City,St,Zip: OXNARD, CA 93032
Total Tanks: 0002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

F.A. BORCHARD & SONS (Continued)

U001579738

Tank Num: 001
Container Num: #1
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: #2
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual

C15
East
1/4-1/2
0.369 mi.
1949 ft.

F.A. BORCHARD & SONS
1618 DORIS
OXNARD, CA 93030

HIST CORTESE **S102429616**
LUST **N/A**

Site 2 of 2 in cluster C

Relative:
Higher

HIST CORTESE:
Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-87067

Actual:
53 ft.

LUST:
Region: STATE
Global Id: T0611100208
Latitude: 34.2083605
Longitude: -119.1960117
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/09/1998
Lead Agency: VENTURA COUNTY LOP
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: C-87067
LOC Case Number: 87067
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0611100208
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

F.A. BORCHARD & SONS (Continued)

S102429616

Phone Number: 2135766714

Status History:

Global Id: T0611100208
Status: Open - Remediation
Status Date: 04/20/1990

Global Id: T0611100208
Status: Open - Case Begin Date
Status Date: 06/09/1987

Global Id: T0611100208
Status: Open - Site Assessment
Status Date: 06/09/1987

Global Id: T0611100208
Status: Open - Remediation
Status Date: 03/14/1994

Global Id: T0611100208
Status: Completed - Case Closed
Status Date: 02/09/1998

Global Id: T0611100208
Status: Open - Verification Monitoring
Status Date: 01/21/1998

Global Id: T0611100208
Status: Open - Site Assessment
Status Date: 07/01/1988

Global Id: T0611100208
Status: Open - Site Assessment
Status Date: 09/21/1989

Regulatory Activities:

Global Id: T0611100208
Action Type: Other
Date: 06/09/1987
Action: Leak Reported

Global Id: T0611100208
Action Type: RESPONSE
Date: 01/01/1998
Action: Correspondence

Global Id: T0611100208
Action Type: ENFORCEMENT
Date: 06/09/1987
Action: * Historical Enforcement

Global Id: T0611100208
Action Type: Other
Date: 06/09/1987
Action: Leak Discovery

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

16
SE
1/4-1/2
0.428 mi.
2262 ft.

OXNARD CONT SCH
OXNARD, CA

ENVIROSTOR S107736981
N/A

Relative:
Lower

ENVIROSTOR:
Facility ID: 80000343
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 44
Senate: 19
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 34.20027
Longitude: -119.2002
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F554600
Alias Type: Federal Facility ID
Alias Name: J09CA0526
Alias Type: INPR
Alias Name: 80000343
Alias Type: Envirostor ID Number

Actual:
43 ft.

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

17
SE
1/4-1/2
0.446 mi.
2356 ft.

VEN OAKS PLUMBING
131 MALLARD WAY
OXNARD, CA

HIST CORTESE **U001579893**
LUST **N/A**
UST
HIST UST

Relative:
Higher

HIST CORTESE:
Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-87033

Actual:
45 ft.

LUST:
Region: STATE
Global Id: T0611100185
Latitude: 34.2022627
Longitude: -119.1979393
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/10/2006
Lead Agency: VENTURA COUNTY LOP
Case Worker: DBW
Local Agency: VENTURA COUNTY LOP
RB Case Number: C87033
LOC Case Number: 87033
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0611100185
Contact Type: Local Agency Caseworker
Contact Name: DIANE B. WAHL
Organization Name: VENTURA COUNTY LOP
Address: 800 S. VICTORIA AVE.
City: VENTURA
Email: diane.wahl@ventura.org
Phone Number: 8056545040

Global Id: T0611100185
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Status History:

Global Id: T0611100185
Status: Open - Remediation
Status Date: 01/15/1989

Global Id: T0611100185
Status: Open - Case Begin Date
Status Date: 04/16/1987

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VEN OAKS PLUMBING (Continued)

U001579893

Global Id: T0611100185
Status: Completed - Case Closed
Status Date: 05/10/2006

Global Id: T0611100185
Status: Open - Site Assessment
Status Date: 08/17/1988

Global Id: T0611100185
Status: Open - Site Assessment
Status Date: 10/31/1988

Global Id: T0611100185
Status: Open - Verification Monitoring
Status Date: 11/16/2004

Global Id: T0611100185
Status: Open - Site Assessment
Status Date: 04/16/1987

Global Id: T0611100185
Status: Open - Site Assessment
Status Date: 04/20/1987

Regulatory Activities:

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 05/10/2006
Action: Closure/No Further Action Letter - #15

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 06/07/2005
Action: LOP Case Closure Summary to RB - #13

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 05/23/2005
Action: * No Action - #12

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 08/05/2005
Action: * Historical Enforcement - #14

Global Id: T0611100185
Action Type: Other
Date: 04/16/1987
Action: Leak Reported

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 09/23/2003
Action: File review

Global Id: T0611100185
Action Type: RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VEN OAKS PLUMBING (Continued)

U001579893

Date: 01/01/2005
Action: Remedial Progress Report

Global Id: T0611100185
Action Type: RESPONSE
Date: 01/01/2005
Action: Correspondence

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 04/16/1987
Action: * Historical Enforcement

Global Id: T0611100185
Action Type: Other
Date: 04/16/1987
Action: Leak Discovery

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 12/02/2004
Action: * Historical Enforcement - #10

Global Id: T0611100185
Action Type: ENFORCEMENT
Date: 01/18/2005
Action: File review - #11

Global Id: T0611100185
Action Type: Other
Date: 04/17/1987
Action: Leak Stopped

Global Id: T0611100185
Action Type: REMEDIATION
Date: 01/15/2001
Action: Excavation

Global Id: T0611100185
Action Type: RESPONSE
Date: 11/03/2005
Action: Unknown

Global Id: T0611100185
Action Type: REMEDIATION
Date: 12/15/1989
Action: Excavation

Global Id: T0611100185
Action Type: REMEDIATION
Date: 01/15/1989
Action: Excavation

LUST REG 4:

Region: 4
Regional Board: 04

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VEN OAKS PLUMBING (Continued)

U001579893

County: Ventura
Facility Id: C-87033
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 87033
Case Type: Groundwater
Abatement Method Used at the Site: ETED
Global ID: T0611100185
W Global ID: Not reported
Staff: UNK
Local Agency: 56000L
Cross Street: Not reported
Enforcement Type: FREV
Date Leak Discovered: 4/16/1987
Date Leak First Reported: 4/16/1987
Date Leak Record Entered: Not reported
Date Confirmation Began: 4/16/1987
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1032.4703326522051015993843973
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 4/20/1987
Preliminary Site Assessment Began: 8/17/1988
Pollution Characterization Began: 10/31/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 4/16/1987
Historical Max MTBE Date: 3/21/1997
Hist Max MTBE Conc in Groundwater: 300
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: HOV INVESTMENTS
RP Address: Not reported
Program: LUST
Lat/Long: 34.2022627 / -1
Local Agency Staff: KCK
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VEN OAKS PLUMBING (Continued)

U001579893

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 87033
Status: Case Closed

VENTURA CO. UST:

Facility ID: D 338
Facility Status: Inactive
York Number: 146056

HIST UST:

Region: STATE
Facility ID: 00000020290
Facility Type: Other
Other Type: PLUMBING CONTRACTOR
Contact Name: E. J. HERTENSTEIN
Telephone: 8059845566
Owner Name: VEN OAKS PLUMBING INC.
Owner Address: 131 MALLARD WAY
Owner City,St,Zip: OXNARD, CA 93030
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: 1978
Tank Capacity: 00000750
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: 1978
Tank Capacity: 00000750
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

D18
South
1/2-1
0.560 mi.
2957 ft.

CONDOR HELICOPTERS & AVIATION
2899 WEST 5TH STREET
OXNARD, CA 93030
Site 1 of 2 in cluster D

ENVIROSTOR S100930098
N/A

Relative:
Lower

ENVIROSTOR:
Facility ID: 56450001
Status: Refer: Other Agency
Status Date: 08/15/1995
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED

Actual:
36 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CONDOR HELICOPTERS & AVIATION (Continued)

S100930098

Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Chatsworth
Assembly: 44
Senate: 19
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.19722
Longitude: -119.2036
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD053875191
Alias Type: EPA Identification Number
Alias Name: 56450001
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1994
Comments: CalSites Validation Program confirms NFA for DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 07/01/1991
Comments: The Dept received a copy of the law suit, Ventura County vs. Evergreen Int'l, Condor helicopters & Aviation and a number of other companies, who leased the property from County for thir pesticide and herbicide spraying operation. County is suing to recoup their clean-up costs. According to our files, the Dept was not involved in this clean-up. The telephone contact with Greg Smith of Ventura County Environmental Health Dept confirmed that the County had overseen the clean-up activities at the site. He stated he would be forwarding the reports to us. No further action by DHS because the County cleaned up the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/31/1988
Comments: SITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 08/15/1980
Comments: FACILITY IDENTIFIED ID FROM ASP Q. Q. OPER 1965 TO PRESENT. NO ONSITE DISP. OFF-SITE DISP-LDFL,26919 VENTURA BLVD

Future Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CONDOR HELICOPTERS & AVIATION (Continued)

S100930098

Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

D19
South
1/2-1
0.572 mi.
3019 ft.

WINGFIELD
5TH STREET/PATTERSON ROAD
OXNARD, CA 93035
Site 2 of 2 in cluster D

VCP **S106568365**
ENVIROSTOR **N/A**

Relative:
Lower

VCP:

Actual:
36 ft.

Facility ID: 56010018
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 33
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Cleanup Chatsworth
Site Code: 301222
Assembly: 44
Senate: 19
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action
Status Date: 06/01/2005
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.1975 / -119.2065
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS, AGRICULTURAL - ROW CROPS
Potential COC: 30006, 30007, 30008
Confirmed COC: 30006,30007,30008
Potential Description: SOIL, SOIL
Alias Name: 5TH STREET ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: CENTEX HOMES
Alias Type: Alternate Name
Alias Name: WINGFIELD
Alias Type: Alternate Name
Alias Name: 110033620918
Alias Type: EPA (FRS #)
Alias Name: 301222
Alias Type: Project Code (Site Code)
Alias Name: 56010018
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WINGFIELD (Continued)

S106568365

Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/23/2004
Comments: Agreement completed for DTSC to review Preliminary Endangerment Assessment Report and provide comments. PEA report submitted to DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/11/2005
Comments: DTSC issues PEA completion letter.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Facility ID: 56010018
Status: No Further Action
Status Date: 06/01/2005
Site Code: 301222
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 33
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Cleanup Chatsworth
Assembly: 44
Senate: 19
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.1975
Longitude: -119.2065
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS, AGRICULTURAL - ROW CROPS
Potential COC: DDD DDE DDT
Confirmed COC: DDD DDE DDT
Potential Description: SOIL, SOIL
Alias Name: 5TH STREET ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: CENTEX HOMES
Alias Type: Alternate Name
Alias Name: WINGFIELD
Alias Type: Alternate Name
Alias Name: 110033620918
Alias Type: EPA (FRS #)

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WINGFIELD (Continued)

S106568365

Alias Name: 301222
 Alias Type: Project Code (Site Code)
 Alias Name: 56010018
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Voluntary Cleanup Agreement
 Completed Date: 04/23/2004
 Comments: Agreement completed for DTSC to review Preliminary Endangerment Assessment Report and provide comments. PEA report submitted to DTSC.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 03/11/2005
 Comments: DTSC issues PEA completion letter.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

20
 NE
 1/2-1
 0.697 mi.
 3680 ft.

**GINA & IVYWOOD DR.
 GINA & IVYWOOD DR.
 OXNARD, CA 90845**

**Notify 65 S100178008
 N/A**

**Relative:
 Higher**

Notify 65:
 Date Reported: Not reported
 Staff Initials: Not reported
 Board File Number: Not reported
 Facility Type: Not reported
 Discharge Date: Not reported
 Incident Description: 90845

**Actual:
 59 ft.**

21
 North
 1/2-1
 0.755 mi.
 3988 ft.

**STANDARD PACIFIC OF VENTURA
 2550 W GONZALES RD
 OXNARD, CA 93030**

**FINDS 1000310588
 HIST CORTESE N/A
 LUST
 ENVIROSTOR**

**Relative:
 Higher**

FINDS:
 Registry ID: 110002830296

**Actual:
 57 ft.**

Environmental Interest/Information System
 RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STANDARD PACIFIC OF VENTURA (Continued)

1000310588

events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST CORTESE:

Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-89027

LUST:

Region: STATE
Global Id: T0611100449
Latitude: 34.2193568
Longitude: -119.2005069
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/08/1989
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: Not reported
RB Case Number: C-89027
LOC Case Number: 89027
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0611100449
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:

Global Id: T0611100449
Status: Open - Site Assessment
Status Date: 07/01/1988

Global Id: T0611100449
Status: Open - Site Assessment
Status Date: 08/03/1988

Global Id: T0611100449
Status: Open - Site Assessment
Status Date: 05/09/1989

Global Id: T0611100449

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STANDARD PACIFIC OF VENTURA (Continued)

1000310588

Status: Open - Case Begin Date
Status Date: 06/27/1988

Global Id: T0611100449
Status: Completed - Case Closed
Status Date: 08/08/1989

Regulatory Activities:

Global Id: T0611100449
Action Type: ENFORCEMENT
Date: 02/27/1989
Action: * Historical Enforcement

Global Id: T0611100449
Action Type: Other
Date: 06/27/1988
Action: Leak Reported

Global Id: T0611100449
Action Type: Other
Date: 06/27/1988
Action: Leak Discovery

Global Id: T0611100449
Action Type: ENFORCEMENT
Date: 08/08/1989
Action: Closure/No Further Action Letter

LUST REG 4:

Region: 4
Regional Board: 04
County: Ventura
Facility Id: C-89027
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 89027
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0611100449
W Global ID: Not reported
Staff: UNK
Local Agency: 56000L
Cross Street: Not reported
Enforcement Type: EF
Date Leak Discovered: 6/27/1988
Date Leak First Reported: 6/27/1988
Date Leak Record Entered: Not reported
Date Confirmation Began: 7/1/1988
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: 6/28/1989
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STANDARD PACIFIC OF VENTURA (Continued)

1000310588

Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4148.6042176744192478730508644
Source of Cleanup Funding: S
Preliminary Site Assessment Workplan Submitted: 8/3/1988
Preliminary Site Assessment Began: 5/9/1989
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 2/27/1989
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: STANDARD PACIFIC
RP Address: Not reported
Program: LUST
Lat/Long: 34.2192145 / -1
Local Agency Staff: EHD
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

VENTURA CO. LUST:

Region: VENTURA
Facility ID: 89027
Status: Case Closed

ENVIROSTOR:

Facility ID: 56560001
Status: No Further Action
Status Date: 10/03/1996
Site Code: 300574
Site Type: Historical
Site Type Detailed: * Historical
Acres: 0.2
NPL: NO
Regulatory Agencies: US EPA
Lead Agency: US EPA
Program Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Cleanup Chatsworth
Assembly: 37
Senate: 19
Special Program: EPA - PASI
Restricted Use: NO

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

STANDARD PACIFIC OF VENTURA (Continued)

1000310588

Site Mgmt Req: NONE SPECIFIED
 Funding: Not reported
 Latitude: 34.26851
 Longitude: -119.1668
 APN: NONE SPECIFIED
 Past Use: DISTRIBUTOR - CHEMICAL
 Potential COC: DDT
 Confirmed COC: DDT
 Potential Description: SOIL
 Alias Name: CAD982492803
 Alias Type: EPA Identification Number
 Alias Name: 110002830296
 Alias Type: EPA (FRS #)
 Alias Name: 300574
 Alias Type: Project Code (Site Code)
 Alias Name: 56560001
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Assessment Report
 Completed Date: 09/13/1996
 Comments: A Preliminary Assessment was completed under U.S. EPA grant. The site warrants no further assessment action for either U.S. EPA or DTSC.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 01/17/1992
 Comments: APPLIED ENVIRONMENTAL TECHNOLOGIES , INC. NOTIFIED DTSC OF VERIFICATION SAMPLING FOLLOWING THE REMOVAL OF DDT.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

22
North
1/2-1
0.756 mi.
3991 ft.

NORTHWEST ELEMENTARY
GONZALES ROAD/PATTERSON ROAD
OXNARD, CA 93030

SCH S107736919
ENVIROSTOR N/A

Relative:
Higher

SCH:

Actual:
55 ft.

Facility ID: 56010010
 Site Type: School Investigation
 Site Type Detail: School
 Site Mgmt. Req.: NONE SPECIFIED
 Acres: 14
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NORTHWEST ELEMENTARY (Continued)

S107736919

Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Sandra Karinen
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304015
Assembly: 37
Senate: 19
Special Program Status: Not reported
Status: No Further Action
Status Date: 03/06/2001
Restricted Use: NO
Funding: School District
Latitude: 34.2254
Longitude: -119.1713
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: Chlordane, Chlordane, DDD, DDE, DDT, Endrin, Toxaphene, Endosulfan
Confirmed COC: No Contaminants found
Potential Description: SOIL
Alias Name: AKA: THURGOOD MARSHALL
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEM
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEMENTARY SCHOOL SITE
Alias Type: Alternate Name
Alias Name: OXNARD ELEM. SD-NORTHWEST ELEM. SCH.
Alias Type: Alternate Name
Alias Name: OXNARD SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 300816
Alias Type: Project Code (Site Code)
Alias Name: 304015
Alias Type: Project Code (Site Code)
Alias Name: 56010010
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 05/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/06/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/19/2001
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NORTHWEST ELEMENTARY (Continued)

S107736919

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/06/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/24/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/17/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/05/2000
Comments: PEA for Residual Concentrations of Agricultural Chem. in Soil

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Facility ID: 56010010
Status: No Further Action
Status Date: 03/06/2001
Site Code: 304015
Site Type: School Investigation
Site Type Detailed: School
Acres: 14
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Sandra Karinen
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 37
Senate: 19
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.2254
Longitude: -119.1713
APN: NONE SPECIFIED

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NORTHWEST ELEMENTARY (Continued)

S107736919

Past Use: AGRICULTURAL - ROW CROPS
Potential COC: Chlordane DDD DDE DDT Endrin Toxaphene Endosulfan
Confirmed COC: No Contaminants found
Potential Description: SOIL
Alias Name: AKA: THURGOOD MARSHALL
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEM
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: NORTHWEST ELEMENTARY SCHOOL SITE
Alias Type: Alternate Name
Alias Name: OXNARD ELEM. SD-NORTHWEST ELEM. SCH.
Alias Type: Alternate Name
Alias Name: OXNARD SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 300816
Alias Type: Project Code (Site Code)
Alias Name: 304015
Alias Type: Project Code (Site Code)
Alias Name: 56010010
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 05/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/06/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/06/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/24/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/17/2000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NORTHWEST ELEMENTARY (Continued)

S107736919

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/05/2000
Comments: PEA for Residual Concentrations of Agricultural Chem. in Soil

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

23
NNE
1/2-1
0.873 mi.
4610 ft.

1710 ARLENE
OXNARD, CA 90845

Notify 65 S100178037
N/A

Relative:
Higher

Notify 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 90845

Actual:
61 ft.

E24
NE
1/2-1
0.929 mi.
4904 ft.

OXNARD ILS OUTER MARK ANNEX
OXNARD, CA
Site 1 of 2 in cluster E

FUDS 1009484712
N/A

Relative:
Higher

FUDS:
Federal Facility ID: CA9799F5548
FUDS #: J09CA0528
INST ID: 61153
Facility Name: OXNARD ILS OUTER MARK ANNEX
City: OXNARD
State: CA
EPA Region: 09
County: VENTURA
Congressional District: 23
US Army District: Los Angeles District (SPL)
Fiscal Year: 2012
Telephone: 213-452-3920
NPL Status: Not Listed
RAB: Not reported
CTC: 12
Current Owner: Local Government
Current Prog: Not reported

Actual:
63 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OXNARD ILS OUTER MARK ANNEX (Continued)

1009484712

Future Prog: Not reported
Acreage: Not reported
Description: THE AIR FORCE ACQUIRED 1.95 ACRES.
History: THE SITE WAS USED FOR NAVIGATION AIDS FOR OXNARD AIR FORCE BASE. THE SITE WAS USED FROM 1952 TO 1970.
Latitude: 34.21490099999
Longitude: -119.220001

**E25
NE
1/2-1
0.932 mi.
4922 ft.**

**OXNARD ILS OTR MK AX
OXNARD, CA
Site 2 of 2 in cluster E**

**ENVIROSTOR S107736984
N/A**

**Relative:
Higher**

ENVIROSTOR:

**Actual:
63 ft.**

Facility ID: 80000345
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 44
Senate: 19
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 34.21722
Longitude: -119.1916
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F554800
Alias Type: Federal Facility ID
Alias Name: J09CA0528
Alias Type: INPR
Alias Name: 80000345
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OXNARD ILS OTR MK AX (Continued)

S107736984

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

26
SSW
1/2-1
0.958 mi.
5060 ft.

APARTMENT COMPLEX
1040 KELP LANE
OXNARD, CA 90845

Notify 65 **S100178489**
N/A

Relative:
Lower

Notify 65:

Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 90845

Actual:
32 ft.

Count: 3 records.

ORPHAN SUMMARY

| City | EDR ID | Site Name | Site Address | Zip | Database(s) |
|--------|------------|------------------------------------|--------------|-------|-------------|
| OXNARD | S107454212 | COTTAGES OXNARD TRACT 9450- APN #1 | PATTERSON RD | | LUST |
| OXNARD | S110655935 | COTTAGES OXNARD TRACT 9450- APN #1 | PATTERSON RD | 93030 | LUST |
| OXNARD | S100539068 | SANTA CLARA/MAXWELL SWIFT/CONNOLLY | VENTURA RD. | 93030 | ENVIROSTOR |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

| | |
|---|--|
| Date of Government Version: 12/16/2014 | Source: EPA |
| Date Data Arrived at EDR: 01/08/2015 | Telephone: N/A |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 01/08/2015 |
| Number of Days to Update: 32 | Next Scheduled EDR Contact: 04/20/2015 |
| | Data Release Frequency: Quarterly |

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

| | |
|---|--|
| Date of Government Version: 12/16/2014 | Source: EPA |
| Date Data Arrived at EDR: 01/08/2015 | Telephone: N/A |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 01/08/2015 |
| Number of Days to Update: 32 | Next Scheduled EDR Contact: 04/20/2015 |
| | Data Release Frequency: Quarterly |

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

| | |
|---|---|
| Date of Government Version: 10/15/1991 | Source: EPA |
| Date Data Arrived at EDR: 02/02/1994 | Telephone: 202-564-4267 |
| Date Made Active in Reports: 03/30/1994 | Last EDR Contact: 08/15/2011 |
| Number of Days to Update: 56 | Next Scheduled EDR Contact: 11/28/2011 |
| | Data Release Frequency: No Update Planned |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

| | |
|---|--|
| Date of Government Version: 12/16/2014 | Source: EPA |
| Date Data Arrived at EDR: 01/08/2015 | Telephone: N/A |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 01/08/2015 |
| Number of Days to Update: 32 | Next Scheduled EDR Contact: 04/20/2015 |
| | Data Release Frequency: Quarterly |

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

| | |
|---|--|
| Date of Government Version: 10/25/2013 | Source: EPA |
| Date Data Arrived at EDR: 11/11/2013 | Telephone: 703-412-9810 |
| Date Made Active in Reports: 02/13/2014 | Last EDR Contact: 01/09/2015 |
| Number of Days to Update: 94 | Next Scheduled EDR Contact: 03/09/2015 |
| | Data Release Frequency: Quarterly |

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

| | |
|---|---|
| Date of Government Version: 07/21/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 10/07/2014 | Telephone: 703-603-8704 |
| Date Made Active in Reports: 10/20/2014 | Last EDR Contact: 01/09/2015 |
| Number of Days to Update: 13 | Next Scheduled EDR Contact: 04/20/2015 |
| | Data Release Frequency: Varies |

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

| | |
|---|--|
| Date of Government Version: 10/25/2013 | Source: EPA |
| Date Data Arrived at EDR: 11/11/2013 | Telephone: 703-412-9810 |
| Date Made Active in Reports: 02/13/2014 | Last EDR Contact: 01/09/2015 |
| Number of Days to Update: 94 | Next Scheduled EDR Contact: 03/09/2015 |
| | Data Release Frequency: Quarterly |

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/29/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 31

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/29/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/29/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/29/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/29/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

| | |
|---|---|
| Date of Government Version: 09/18/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/19/2014 | Telephone: 703-603-0695 |
| Date Made Active in Reports: 10/20/2014 | Last EDR Contact: 12/03/2014 |
| Number of Days to Update: 31 | Next Scheduled EDR Contact: 03/16/2015 |
| | Data Release Frequency: Varies |

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

| | |
|---|---|
| Date of Government Version: 09/18/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 09/19/2014 | Telephone: 703-603-0695 |
| Date Made Active in Reports: 10/20/2014 | Last EDR Contact: 12/03/2014 |
| Number of Days to Update: 31 | Next Scheduled EDR Contact: 03/16/2015 |
| | Data Release Frequency: Varies |

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

| | |
|---|--|
| Date of Government Version: 12/03/2014 | Source: Department of the Navy |
| Date Data Arrived at EDR: 12/12/2014 | Telephone: 843-820-7326 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 02/16/2015 |
| Number of Days to Update: 48 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Varies |

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

| | |
|---|---|
| Date of Government Version: 09/29/2014 | Source: National Response Center, United States Coast Guard |
| Date Data Arrived at EDR: 09/30/2014 | Telephone: 202-267-2180 |
| Date Made Active in Reports: 11/06/2014 | Last EDR Contact: 12/29/2014 |
| Number of Days to Update: 37 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Annually |

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

| | |
|---|--|
| Date of Government Version: 11/03/2014 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/04/2014 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 02/03/2015 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 05/18/2015 |
| | Data Release Frequency: Quarterly |

State- and tribal - equivalent CERCLIS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

| | |
|---|--|
| Date of Government Version: 11/03/2014 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/04/2014 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 02/03/2015 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 05/18/2015 |
| | Data Release Frequency: Quarterly |

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

| | |
|---|--|
| Date of Government Version: 11/17/2014 | Source: Department of Resources Recycling and Recovery |
| Date Data Arrived at EDR: 11/19/2014 | Telephone: 916-341-6320 |
| Date Made Active in Reports: 12/24/2014 | Last EDR Contact: 02/17/2015 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Quarterly |

State and tribal leaking storage tank lists

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

| | |
|---|---|
| Date of Government Version: 02/01/2001 | Source: California Regional Water Quality Control Board North Coast (1) |
| Date Data Arrived at EDR: 02/28/2001 | Telephone: 707-570-3769 |
| Date Made Active in Reports: 03/29/2001 | Last EDR Contact: 08/01/2011 |
| Number of Days to Update: 29 | Next Scheduled EDR Contact: 11/14/2011 |
| | Data Release Frequency: No Update Planned |

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

| | |
|---|---|
| Date of Government Version: 01/20/2015 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 01/21/2015 | Telephone: see region list |
| Date Made Active in Reports: 02/05/2015 | Last EDR Contact: 01/21/2015 |
| Number of Days to Update: 15 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Quarterly |

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

| | |
|---|---|
| Date of Government Version: 06/07/2005 | Source: California Regional Water Quality Control Board Victorville Branch Office (6) |
| Date Data Arrived at EDR: 06/07/2005 | Telephone: 760-241-7365 |
| Date Made Active in Reports: 06/29/2005 | Last EDR Contact: 09/12/2011 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 12/26/2011 |
| | Data Release Frequency: No Update Planned |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004

Date Data Arrived at EDR: 02/26/2004

Date Made Active in Reports: 03/24/2004

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)

Telephone: 760-776-8943

Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011

Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004

Date Data Arrived at EDR: 10/20/2004

Date Made Active in Reports: 11/19/2004

Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)

Telephone: 510-622-2433

Last EDR Contact: 09/19/2011

Next Scheduled EDR Contact: 01/02/2012

Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003

Date Data Arrived at EDR: 05/19/2003

Date Made Active in Reports: 06/02/2003

Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)

Telephone: 805-542-4786

Last EDR Contact: 07/18/2011

Next Scheduled EDR Contact: 10/31/2011

Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008

Date Data Arrived at EDR: 07/22/2008

Date Made Active in Reports: 07/31/2008

Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)

Telephone: 916-464-4834

Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011

Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004

Date Data Arrived at EDR: 09/07/2004

Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6710

Last EDR Contact: 09/06/2011

Next Scheduled EDR Contact: 12/19/2011

Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001

Date Data Arrived at EDR: 04/23/2001

Date Made Active in Reports: 05/21/2001

Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-637-5595

Last EDR Contact: 09/26/2011

Next Scheduled EDR Contact: 01/09/2012

Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

| | |
|---|--|
| Date of Government Version: 02/14/2005 | Source: California Regional Water Quality Control Board Santa Ana Region (8) |
| Date Data Arrived at EDR: 02/15/2005 | Telephone: 909-782-4496 |
| Date Made Active in Reports: 03/28/2005 | Last EDR Contact: 08/15/2011 |
| Number of Days to Update: 41 | Next Scheduled EDR Contact: 11/28/2011 |
| | Data Release Frequency: Varies |

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

| | |
|---|---|
| Date of Government Version: 09/09/2003 | Source: California Regional Water Quality Control Board Lahontan Region (6) |
| Date Data Arrived at EDR: 09/10/2003 | Telephone: 530-542-5572 |
| Date Made Active in Reports: 10/07/2003 | Last EDR Contact: 09/12/2011 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 12/26/2011 |
| | Data Release Frequency: No Update Planned |

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

| | |
|---|---|
| Date of Government Version: 01/20/2015 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 01/21/2015 | Telephone: 866-480-1028 |
| Date Made Active in Reports: 02/05/2015 | Last EDR Contact: 01/21/2015 |
| Number of Days to Update: 15 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Varies |

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

| | |
|---|---|
| Date of Government Version: 04/03/2003 | Source: California Regional Water Quality Control Board, North Coast Region (1) |
| Date Data Arrived at EDR: 04/07/2003 | Telephone: 707-576-2220 |
| Date Made Active in Reports: 04/25/2003 | Last EDR Contact: 08/01/2011 |
| Number of Days to Update: 18 | Next Scheduled EDR Contact: 11/14/2011 |
| | Data Release Frequency: No Update Planned |

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

| | |
|---|---|
| Date of Government Version: 09/30/2004 | Source: Regional Water Quality Control Board San Francisco Bay Region (2) |
| Date Data Arrived at EDR: 10/20/2004 | Telephone: 510-286-0457 |
| Date Made Active in Reports: 11/19/2004 | Last EDR Contact: 09/19/2011 |
| Number of Days to Update: 30 | Next Scheduled EDR Contact: 01/02/2012 |
| | Data Release Frequency: Quarterly |

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

| | |
|---|--|
| Date of Government Version: 05/18/2006 | Source: California Regional Water Quality Control Board Central Coast Region (3) |
| Date Data Arrived at EDR: 05/18/2006 | Telephone: 805-549-3147 |
| Date Made Active in Reports: 06/15/2006 | Last EDR Contact: 07/18/2011 |
| Number of Days to Update: 28 | Next Scheduled EDR Contact: 10/31/2011 |
| | Data Release Frequency: Semi-Annually |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/30/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/05/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 12

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 07/30/2014
Date Data Arrived at EDR: 08/12/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 10

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/08/2015
Date Data Arrived at EDR: 01/08/2015
Date Made Active in Reports: 02/09/2015
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/14/2014
Date Made Active in Reports: 02/09/2015
Number of Days to Update: 87

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 19

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

| | |
|---|--|
| Date of Government Version: 11/04/2014 | Source: EPA Region 8 |
| Date Data Arrived at EDR: 11/07/2014 | Telephone: 303-312-6271 |
| Date Made Active in Reports: 11/17/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Quarterly |

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

| | |
|---|--|
| Date of Government Version: 09/23/2014 | Source: EPA Region 7 |
| Date Data Arrived at EDR: 11/25/2014 | Telephone: 913-551-7003 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 65 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

State and tribal registered storage tank lists

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

| | |
|---|--|
| Date of Government Version: 01/20/2015 | Source: SWRCB |
| Date Data Arrived at EDR: 01/21/2015 | Telephone: 916-341-5851 |
| Date Made Active in Reports: 01/27/2015 | Last EDR Contact: 01/21/2015 |
| Number of Days to Update: 6 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Semi-Annually |

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

| | |
|---|--|
| Date of Government Version: 08/01/2009 | Source: California Environmental Protection Agency |
| Date Data Arrived at EDR: 09/10/2009 | Telephone: 916-327-5092 |
| Date Made Active in Reports: 10/01/2009 | Last EDR Contact: 12/23/2014 |
| Number of Days to Update: 21 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Quarterly |

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

| | |
|---|--|
| Date of Government Version: 02/01/2013 | Source: EPA, Region 1 |
| Date Data Arrived at EDR: 05/01/2013 | Telephone: 617-918-1313 |
| Date Made Active in Reports: 01/27/2014 | Last EDR Contact: 01/30/2015 |
| Number of Days to Update: 271 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

| | |
|---|--|
| Date of Government Version: 07/30/2014 | Source: EPA Region 4 |
| Date Data Arrived at EDR: 08/12/2014 | Telephone: 404-562-9424 |
| Date Made Active in Reports: 08/22/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Semi-Annually |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 11/03/2014 | Source: EPA Region 5 |
| Date Data Arrived at EDR: 11/05/2014 | Telephone: 312-886-6136 |
| Date Made Active in Reports: 11/17/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 12 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

| | |
|---|--|
| Date of Government Version: 10/06/2014 | Source: EPA Region 6 |
| Date Data Arrived at EDR: 10/29/2014 | Telephone: 214-665-7591 |
| Date Made Active in Reports: 11/06/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 8 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Semi-Annually |

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

| | |
|---|--|
| Date of Government Version: 09/23/2014 | Source: EPA Region 7 |
| Date Data Arrived at EDR: 11/25/2014 | Telephone: 913-551-7003 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 65 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

| | |
|---|--|
| Date of Government Version: 11/04/2014 | Source: EPA Region 8 |
| Date Data Arrived at EDR: 11/07/2014 | Telephone: 303-312-6137 |
| Date Made Active in Reports: 11/17/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 10 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Quarterly |

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 11/13/2014 | Source: EPA Region 9 |
| Date Data Arrived at EDR: 11/18/2014 | Telephone: 415-972-3368 |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 83 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Quarterly |

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

| | |
|---|--|
| Date of Government Version: 11/10/2014 | Source: EPA Region 10 |
| Date Data Arrived at EDR: 11/14/2014 | Telephone: 206-553-2857 |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 87 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Quarterly |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

| | |
|---|--|
| Date of Government Version: 01/01/2010 | Source: FEMA |
| Date Data Arrived at EDR: 02/16/2010 | Telephone: 202-646-5797 |
| Date Made Active in Reports: 04/12/2010 | Last EDR Contact: 01/12/2015 |
| Number of Days to Update: 55 | Next Scheduled EDR Contact: 04/27/2015 |
| | Data Release Frequency: Varies |

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

| | |
|---|--|
| Date of Government Version: 03/20/2008 | Source: EPA, Region 7 |
| Date Data Arrived at EDR: 04/22/2008 | Telephone: 913-551-7365 |
| Date Made Active in Reports: 05/19/2008 | Last EDR Contact: 04/20/2009 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 07/20/2009 |
| | Data Release Frequency: Varies |

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

| | |
|---|--|
| Date of Government Version: 09/29/2014 | Source: EPA, Region 1 |
| Date Data Arrived at EDR: 10/01/2014 | Telephone: 617-918-1102 |
| Date Made Active in Reports: 11/06/2014 | Last EDR Contact: 12/31/2014 |
| Number of Days to Update: 36 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Varies |

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

| | |
|---|--|
| Date of Government Version: 11/03/2014 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/04/2014 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 02/03/2015 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 05/18/2015 |
| | Data Release Frequency: Quarterly |

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

| | |
|---|---|
| Date of Government Version: 12/22/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 12/22/2014 | Telephone: 202-566-2777 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 12/22/2014 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 04/06/2015 |
| | Data Release Frequency: Semi-Annually |

Local Lists of Landfill / Solid Waste Disposal Sites

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 12/15/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 42

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 12/01/2014
Date Data Arrived at EDR: 12/01/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 53

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 06/01/2015
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 02/02/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

| | |
|---|---|
| Date of Government Version: 11/10/2014 | Source: Drug Enforcement Administration |
| Date Data Arrived at EDR: 12/01/2014 | Telephone: 202-307-1000 |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 11/25/2014 |
| Number of Days to Update: 70 | Next Scheduled EDR Contact: 03/16/2015 |
| | Data Release Frequency: Quarterly |

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

| | |
|---|---|
| Date of Government Version: 08/08/2005 | Source: Department of Toxic Substance Control |
| Date Data Arrived at EDR: 08/03/2006 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 08/24/2006 | Last EDR Contact: 02/23/2009 |
| Number of Days to Update: 21 | Next Scheduled EDR Contact: 05/25/2009 |
| | Data Release Frequency: No Update Planned |

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

| | |
|---|--|
| Date of Government Version: 11/03/2014 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 11/04/2014 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 02/03/2015 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 05/18/2015 |
| | Data Release Frequency: Quarterly |

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

| | |
|---|---|
| Date of Government Version: 07/01/1995 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 08/30/1995 | Telephone: 916-227-4364 |
| Date Made Active in Reports: 09/26/1995 | Last EDR Contact: 01/26/2009 |
| Number of Days to Update: 27 | Next Scheduled EDR Contact: 04/27/2009 |
| | Data Release Frequency: No Update Planned |

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

| | |
|---|--|
| Date of Government Version: 06/30/2014 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 09/02/2014 | Telephone: 916-255-6504 |
| Date Made Active in Reports: 09/24/2014 | Last EDR Contact: 01/12/2015 |
| Number of Days to Update: 22 | Next Scheduled EDR Contact: 04/27/2015 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

| | |
|---|---|
| Date of Government Version: 11/10/2014 | Source: Drug Enforcement Administration |
| Date Data Arrived at EDR: 12/01/2014 | Telephone: 202-307-1000 |
| Date Made Active in Reports: 02/09/2015 | Last EDR Contact: 11/25/2014 |
| Number of Days to Update: 70 | Next Scheduled EDR Contact: 03/16/2015 |
| | Data Release Frequency: No Update Planned |

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

| | |
|---|--|
| Date of Government Version: 10/31/1994 | Source: California Environmental Protection Agency |
| Date Data Arrived at EDR: 09/05/1995 | Telephone: 916-341-5851 |
| Date Made Active in Reports: 09/29/1995 | Last EDR Contact: 12/28/1998 |
| Number of Days to Update: 24 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

| | |
|---|--|
| Date of Government Version: 09/23/2009 | Source: Department of Public Health |
| Date Data Arrived at EDR: 09/23/2009 | Telephone: 707-463-4466 |
| Date Made Active in Reports: 10/01/2009 | Last EDR Contact: 12/24/2014 |
| Number of Days to Update: 8 | Next Scheduled EDR Contact: 03/16/2015 |
| | Data Release Frequency: Annually |

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

| | |
|---|---|
| Date of Government Version: 10/15/1990 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 01/25/1991 | Telephone: 916-341-5851 |
| Date Made Active in Reports: 02/12/1991 | Last EDR Contact: 07/26/2001 |
| Number of Days to Update: 18 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

| | |
|---|---|
| Date of Government Version: 06/01/1994 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 07/07/2005 | Telephone: N/A |
| Date Made Active in Reports: 08/11/2005 | Last EDR Contact: 06/03/2005 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/30/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 12/15/2014
Date Data Arrived at EDR: 12/18/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 36

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/08/2014
Date Data Arrived at EDR: 12/09/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 45

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/30/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 10/27/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/28/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 01/20/2015
Date Data Arrived at EDR: 01/21/2015
Date Made Active in Reports: 02/05/2015
Number of Days to Update: 15

Source: State Water Quality Control Board
Telephone: 866-480-1028
Last EDR Contact: 01/21/2015
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

| | |
|---|---|
| Date of Government Version: 01/20/2015 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 01/21/2015 | Telephone: 866-480-1028 |
| Date Made Active in Reports: 02/05/2015 | Last EDR Contact: 01/21/2015 |
| Number of Days to Update: 15 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Quarterly |

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

| | |
|---|---|
| Date of Government Version: 06/06/2012 | Source: FirstSearch |
| Date Data Arrived at EDR: 01/03/2013 | Telephone: N/A |
| Date Made Active in Reports: 02/22/2013 | Last EDR Contact: 01/03/2013 |
| Number of Days to Update: 50 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

| | |
|---|---|
| Date of Government Version: 12/09/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 12/29/2014 | Telephone: (415) 495-8895 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 12/29/2014 |
| Number of Days to Update: 31 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Varies |

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

| | |
|---|---|
| Date of Government Version: 07/31/2012 | Source: Department of Transportation, Office of Pipeline Safety |
| Date Data Arrived at EDR: 08/07/2012 | Telephone: 202-366-4595 |
| Date Made Active in Reports: 09/18/2012 | Last EDR Contact: 02/03/2015 |
| Number of Days to Update: 42 | Next Scheduled EDR Contact: 05/18/2015 |
| | Data Release Frequency: Varies |

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

| | |
|---|--|
| Date of Government Version: 12/31/2005 | Source: USGS |
| Date Data Arrived at EDR: 11/10/2006 | Telephone: 888-275-8747 |
| Date Made Active in Reports: 01/11/2007 | Last EDR Contact: 01/15/2015 |
| Number of Days to Update: 62 | Next Scheduled EDR Contact: 04/27/2015 |
| | Data Release Frequency: Semi-Annually |

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/06/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 8

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 12/30/2014
Date Data Arrived at EDR: 12/31/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 01/29/2015
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/31/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 01/09/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/16/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 12/29/2014
Date Data Arrived at EDR: 01/08/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 21

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/07/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/16/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

| | |
|---|---|
| Date of Government Version: 04/17/1995 | Source: EPA |
| Date Data Arrived at EDR: 07/03/1995 | Telephone: 202-564-4104 |
| Date Made Active in Reports: 08/07/1995 | Last EDR Contact: 06/02/2008 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 09/01/2008 |
| | Data Release Frequency: No Update Planned |

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

| | |
|---|---|
| Date of Government Version: 08/01/2014 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 08/12/2014 | Telephone: 202-564-8600 |
| Date Made Active in Reports: 11/06/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 86 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

| | |
|---|--|
| Date of Government Version: 12/31/2011 | Source: EPA/NTIS |
| Date Data Arrived at EDR: 02/26/2013 | Telephone: 800-424-9346 |
| Date Made Active in Reports: 04/19/2013 | Last EDR Contact: 11/26/2014 |
| Number of Days to Update: 52 | Next Scheduled EDR Contact: 03/09/2015 |
| | Data Release Frequency: Biennially |

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

| | |
|---|---|
| Date of Government Version: 01/01/1989 | Source: Department of Health Services |
| Date Data Arrived at EDR: 07/27/1994 | Telephone: 916-255-2118 |
| Date Made Active in Reports: 08/02/1994 | Last EDR Contact: 05/31/1994 |
| Number of Days to Update: 6 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

| | |
|---|--|
| Date of Government Version: 11/19/2014 | Source: Department of Conservation |
| Date Data Arrived at EDR: 12/15/2014 | Telephone: 916-445-2408 |
| Date Made Active in Reports: 01/29/2015 | Last EDR Contact: 12/15/2014 |
| Number of Days to Update: 45 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

| | |
|---|---|
| Date of Government Version: 11/17/2014 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 11/19/2014 | Telephone: 916-445-9379 |
| Date Made Active in Reports: 12/29/2014 | Last EDR Contact: 02/17/2015 |
| Number of Days to Update: 40 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Quarterly |

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

| | |
|---|---|
| Date of Government Version: 12/29/2014 | Source: CAL EPA/Office of Emergency Information |
| Date Data Arrived at EDR: 12/29/2014 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 02/03/2015 | Last EDR Contact: 12/29/2014 |
| Number of Days to Update: 36 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Quarterly |

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES]. This listing is no longer updated by the state agency.

| | |
|---|--|
| Date of Government Version: 04/01/2001 | Source: Department of Toxic Substances Control |
| Date Data Arrived at EDR: 01/22/2009 | Telephone: 916-323-3400 |
| Date Made Active in Reports: 04/08/2009 | Last EDR Contact: 01/22/2009 |
| Number of Days to Update: 76 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: No Update Planned |

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

| | |
|---|---|
| Date of Government Version: 10/21/1993 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 11/01/1993 | Telephone: 916-445-3846 |
| Date Made Active in Reports: 11/19/1993 | Last EDR Contact: 12/18/2014 |
| Number of Days to Update: 18 | Next Scheduled EDR Contact: 04/06/2015 |
| | Data Release Frequency: No Update Planned |

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

| | |
|---|---|
| Date of Government Version: 06/28/2014 | Source: Department of Toxic Substance Control |
| Date Data Arrived at EDR: 07/03/2014 | Telephone: 916-327-4498 |
| Date Made Active in Reports: 08/21/2014 | Last EDR Contact: 02/16/2015 |
| Number of Days to Update: 49 | Next Scheduled EDR Contact: 03/23/2015 |
| | Data Release Frequency: Annually |

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

| | |
|---|---|
| Date of Government Version: 07/03/2009 | Source: Los Angeles Water Quality Control Board |
| Date Data Arrived at EDR: 07/21/2009 | Telephone: 213-576-6726 |
| Date Made Active in Reports: 08/03/2009 | Last EDR Contact: 12/23/2014 |
| Number of Days to Update: 13 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Varies |

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

| | |
|---|---|
| Date of Government Version: 11/10/2014 | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 11/12/2014 | Telephone: 916-445-9379 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 30 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Varies |

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

| | |
|---|--|
| Date of Government Version: 12/31/2013 | Source: California Environmental Protection Agency |
| Date Data Arrived at EDR: 10/15/2014 | Telephone: 916-255-1136 |
| Date Made Active in Reports: 11/19/2014 | Last EDR Contact: 01/16/2015 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 04/27/2015 |
| | Data Release Frequency: Annually |

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

| | |
|---|--|
| Date of Government Version: 12/31/2012 | Source: California Air Resources Board |
| Date Data Arrived at EDR: 03/25/2014 | Telephone: 916-322-2990 |
| Date Made Active in Reports: 04/28/2014 | Last EDR Contact: 12/24/2014 |
| Number of Days to Update: 34 | Next Scheduled EDR Contact: 04/06/2015 |
| | Data Release Frequency: Varies |

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

| | |
|---|--|
| Date of Government Version: 12/31/2005 | Source: USGS |
| Date Data Arrived at EDR: 12/08/2006 | Telephone: 202-208-3710 |
| Date Made Active in Reports: 01/11/2007 | Last EDR Contact: 01/15/2015 |
| Number of Days to Update: 34 | Next Scheduled EDR Contact: 04/27/2015 |
| | Data Release Frequency: Semi-Annually |

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

| | |
|---|---|
| Date of Government Version: 03/07/2011 | Source: Environmental Protection Agency |
| Date Data Arrived at EDR: 03/09/2011 | Telephone: 615-532-8599 |
| Date Made Active in Reports: 05/02/2011 | Last EDR Contact: 02/18/2015 |
| Number of Days to Update: 54 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Varies |

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 02/06/2015
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data A listing of minor source facilities.

Date of Government Version: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 02/06/2015
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 11/19/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 06/01/2015
Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 01/30/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/18/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 41

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 06/01/2015
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/30/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 12/15/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 42

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 02/13/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/13/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: N/A

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/13/2014
Date Data Arrived at EDR: 12/09/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 48

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Varies

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/12/2015
Date Data Arrived at EDR: 01/13/2015
Date Made Active in Reports: 02/03/2015
Number of Days to Update: 21

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/13/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

| | |
|---|--|
| Date of Government Version: N/A | Source: Department of Resources Recycling and Recovery |
| Date Data Arrived at EDR: 07/01/2013 | Telephone: N/A |
| Date Made Active in Reports: 01/13/2014 | Last EDR Contact: 06/01/2012 |
| Number of Days to Update: 196 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: Varies |

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

| | |
|---|---|
| Date of Government Version: N/A | Source: State Water Resources Control Board |
| Date Data Arrived at EDR: 07/01/2013 | Telephone: N/A |
| Date Made Active in Reports: 12/30/2013 | Last EDR Contact: 06/01/2012 |
| Number of Days to Update: 182 | Next Scheduled EDR Contact: N/A |
| | Data Release Frequency: Varies |

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

| | |
|---|--|
| Date of Government Version: 10/21/2014 | Source: Alameda County Environmental Health Services |
| Date Data Arrived at EDR: 11/07/2014 | Telephone: 510-567-6700 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 12/29/2014 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Semi-Annually |

Underground Tanks

Underground storage tank sites located in Alameda county.

| | |
|---|--|
| Date of Government Version: 10/21/2014 | Source: Alameda County Environmental Health Services |
| Date Data Arrived at EDR: 11/07/2014 | Telephone: 510-567-6700 |
| Date Made Active in Reports: 12/15/2014 | Last EDR Contact: 12/29/2014 |
| Number of Days to Update: 38 | Next Scheduled EDR Contact: 04/13/2015 |
| | Data Release Frequency: Semi-Annually |

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

| | |
|---|--|
| Date of Government Version: 12/08/2014 | Source: Amador County Environmental Health |
| Date Data Arrived at EDR: 12/11/2014 | Telephone: 209-223-6439 |
| Date Made Active in Reports: 01/23/2015 | Last EDR Contact: 12/05/2014 |
| Number of Days to Update: 43 | Next Scheduled EDR Contact: 03/23/2015 |
| | Data Release Frequency: Varies |

BUTTE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 11/20/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/07/2015
Number of Days to Update: 44

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/07/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 43

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 24

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/19/2014
Date Made Active in Reports: 01/06/2015
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 02/02/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List

Cupa Facility list

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Varies

EL DORADO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility list.

Date of Government Version: 11/19/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 02/02/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 01/16/2015
Date Made Active in Reports: 02/05/2015
Number of Days to Update: 20

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 12/11/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 39

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

KERN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 07/22/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/19/2014
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/21/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/20/2015
Date Data Arrived at EDR: 01/21/2015
Date Made Active in Reports: 02/05/2015
Number of Days to Update: 15

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/19/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/18/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/19/2015
Date Data Arrived at EDR: 01/20/2015
Date Made Active in Reports: 02/05/2015
Number of Days to Update: 16

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/20/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/19/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/19/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 12/01/2014
Date Data Arrived at EDR: 12/11/2014
Date Made Active in Reports: 01/27/2015
Number of Days to Update: 47

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/08/2015
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/27/2015
Number of Days to Update: 12

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/02/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 33

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 12/01/2014
Date Data Arrived at EDR: 12/05/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 49

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 12/18/2014
Date Data Arrived at EDR: 12/19/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 35

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/18/2014
Date Made Active in Reports: 09/25/2014
Number of Days to Update: 7

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 02/06/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

PLACER COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 12/08/2014
Date Data Arrived at EDR: 12/09/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 48

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 41

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 01/05/2015
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/25/2014
Number of Days to Update: 46

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 01/07/2015
Date Made Active in Reports: 02/03/2015
Number of Days to Update: 27

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/07/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 01/09/2015
Date Made Active in Reports: 02/03/2015
Number of Days to Update: 25

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/02/2014
Date Data Arrived at EDR: 12/04/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 53

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 02/09/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 01/08/2015
Date Data Arrived at EDR: 01/12/2015
Date Made Active in Reports: 01/27/2015
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/21/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 36

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 01/09/2015
Date Data Arrived at EDR: 01/12/2015
Date Made Active in Reports: 02/03/2015
Number of Days to Update: 22

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/15/2014
Date Data Arrived at EDR: 12/18/2014
Date Made Active in Reports: 01/26/2015
Number of Days to Update: 39

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 34

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 05/25/2015
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/31/2014
Number of Days to Update: 36

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 12/09/2014
Date Data Arrived at EDR: 12/11/2014
Date Made Active in Reports: 01/23/2015
Number of Days to Update: 43

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Varies

SOLANO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 42

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 12/01/2014
Date Made Active in Reports: 01/27/2015
Number of Days to Update: 57

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List

Cupa Facility list

Date of Government Version: 01/06/2015
Date Data Arrived at EDR: 01/09/2015
Date Made Active in Reports: 02/05/2015
Number of Days to Update: 27

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/02/2015
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 02/03/2015
Number of Days to Update: 28

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/08/2014
Date Data Arrived at EDR: 12/08/2014
Date Made Active in Reports: 01/27/2015
Number of Days to Update: 50

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 44

Source: Division of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/26/2015
Next Scheduled EDR Contact: 05/11/2015
Data Release Frequency: Varies

VENTURA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

| | |
|---|--|
| Date of Government Version: 10/29/2014 | Source: Ventura County Environmental Health Division |
| Date Data Arrived at EDR: 11/24/2014 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 12/29/2014 | Last EDR Contact: 02/16/2015 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Quarterly |

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

| | |
|---|--|
| Date of Government Version: 12/01/2011 | Source: Environmental Health Division |
| Date Data Arrived at EDR: 12/01/2011 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 01/19/2012 | Last EDR Contact: 01/05/2015 |
| Number of Days to Update: 49 | Next Scheduled EDR Contact: 04/20/2015 |
| | Data Release Frequency: Annually |

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

| | |
|---|--|
| Date of Government Version: 05/29/2008 | Source: Environmental Health Division |
| Date Data Arrived at EDR: 06/24/2008 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 07/31/2008 | Last EDR Contact: 02/16/2015 |
| Number of Days to Update: 37 | Next Scheduled EDR Contact: 06/01/2015 |
| | Data Release Frequency: Quarterly |

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

| | |
|---|---|
| Date of Government Version: 09/26/2014 | Source: Ventura County Resource Management Agency |
| Date Data Arrived at EDR: 10/29/2014 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 12/12/2014 | Last EDR Contact: 01/26/2015 |
| Number of Days to Update: 44 | Next Scheduled EDR Contact: 05/11/2015 |
| | Data Release Frequency: Quarterly |

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

| | |
|---|--|
| Date of Government Version: 11/26/2014 | Source: Environmental Health Division |
| Date Data Arrived at EDR: 12/15/2014 | Telephone: 805-654-2813 |
| Date Made Active in Reports: 02/02/2015 | Last EDR Contact: 12/15/2014 |
| Number of Days to Update: 49 | Next Scheduled EDR Contact: 03/30/2015 |
| | Data Release Frequency: Quarterly |

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

| | |
|---|--|
| Date of Government Version: 12/18/2014 | Source: Yolo County Department of Health |
| Date Data Arrived at EDR: 12/23/2014 | Telephone: 530-666-8646 |
| Date Made Active in Reports: 01/27/2015 | Last EDR Contact: 12/18/2014 |
| Number of Days to Update: 35 | Next Scheduled EDR Contact: 04/06/2015 |
| | Data Release Frequency: Annually |

YUBA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/18/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 42

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 02/16/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/05/2014
Date Made Active in Reports: 11/24/2014
Number of Days to Update: 19

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/04/2015
Next Scheduled EDR Contact: 05/18/2015
Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/21/2014
Date Made Active in Reports: 08/25/2014
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/19/2015
Next Scheduled EDR Contact: 05/04/2015
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/15/2014
Date Made Active in Reports: 08/13/2014
Number of Days to Update: 29

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/23/2015
Next Scheduled EDR Contact: 06/08/2015
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2013

Date Data Arrived at EDR: 06/20/2014

Date Made Active in Reports: 08/07/2014

Number of Days to Update: 48

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 12/12/2014

Next Scheduled EDR Contact: 03/30/2015

Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

DORIS PATTERSON NEW ACADEMY SITE AQUISITION
SOUTHEAST CORNER OF N PATTERSON RD AND DORIS AVE
OXNARD, CA 93030

TARGET PROPERTY COORDINATES

| | |
|-------------------------------|----------------------------|
| Latitude (North): | 34.2071 - 34° 12' 25.56" |
| Longitude (West): | 119.2059 - 119° 12' 21.24" |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 296762.4 |
| UTM Y (Meters): | 3787124.2 |
| Elevation: | 44 ft. above sea level |

USGS TOPOGRAPHIC MAP

| | |
|-----------------------|---------------------|
| Target Property Map: | 34119-B2 OXNARD, CA |
| Most Recent Revision: | 1967 |

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

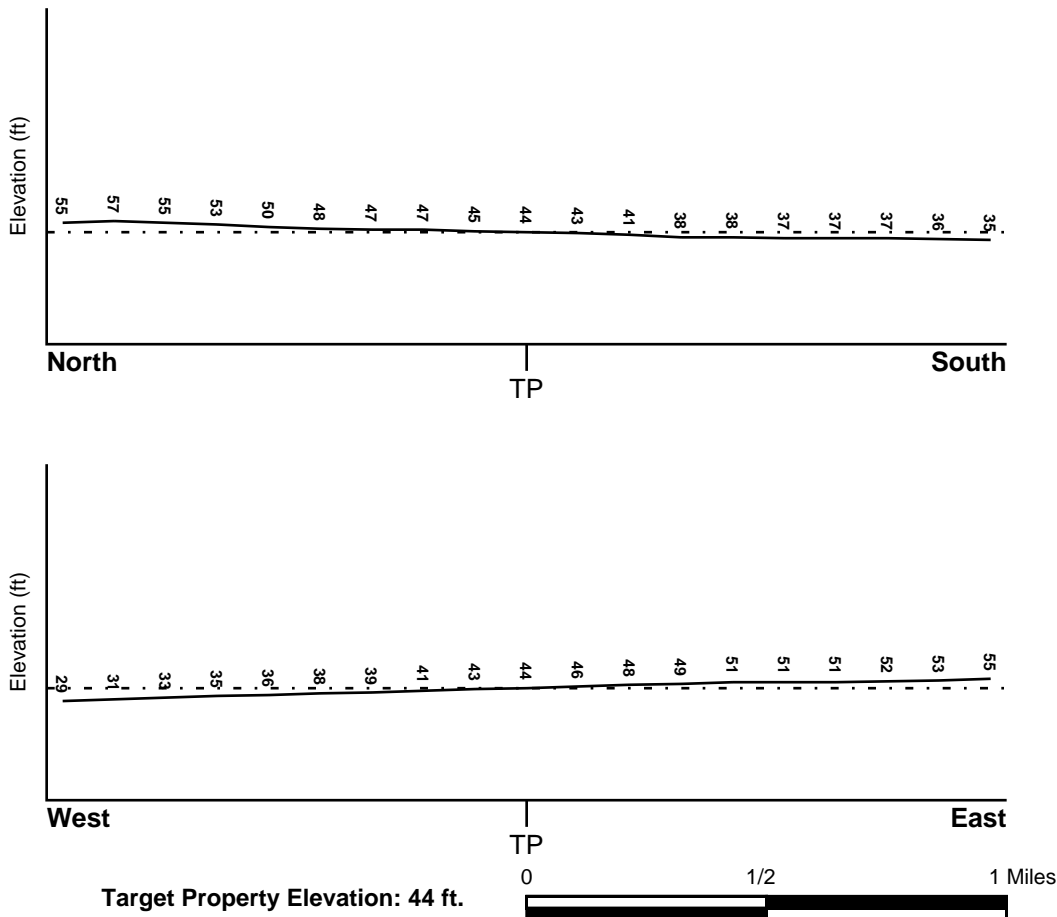
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

| | |
|--|--|
| <u>Target Property County</u> VENTURA, CA | FEMA Flood <u>Electronic Data</u> YES - refer to the Overview Map and Detail Map |
| Flood Plain Panel at Target Property: | 06111C - FEMA DFIRM Flood data |
| Additional Panels in search area: | Not Reported |

NATIONAL WETLAND INVENTORY

| | |
|--|--|
| <u>NWI Quad at Target Property</u> OXNARD | NWI Electronic <u>Data Coverage</u> YES - refer to the Overview Map and Detail Map |
|--|--|

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

| | |
|----------------|------------|
| Search Radius: | 1.25 miles |
| Status: | Not found |

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| <u>MAP ID</u> | <u>LOCATION FROM TP</u> | <u>GENERAL DIRECTION GROUNDWATER FLOW</u> |
|---------------|-----------------------------|---|
| Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

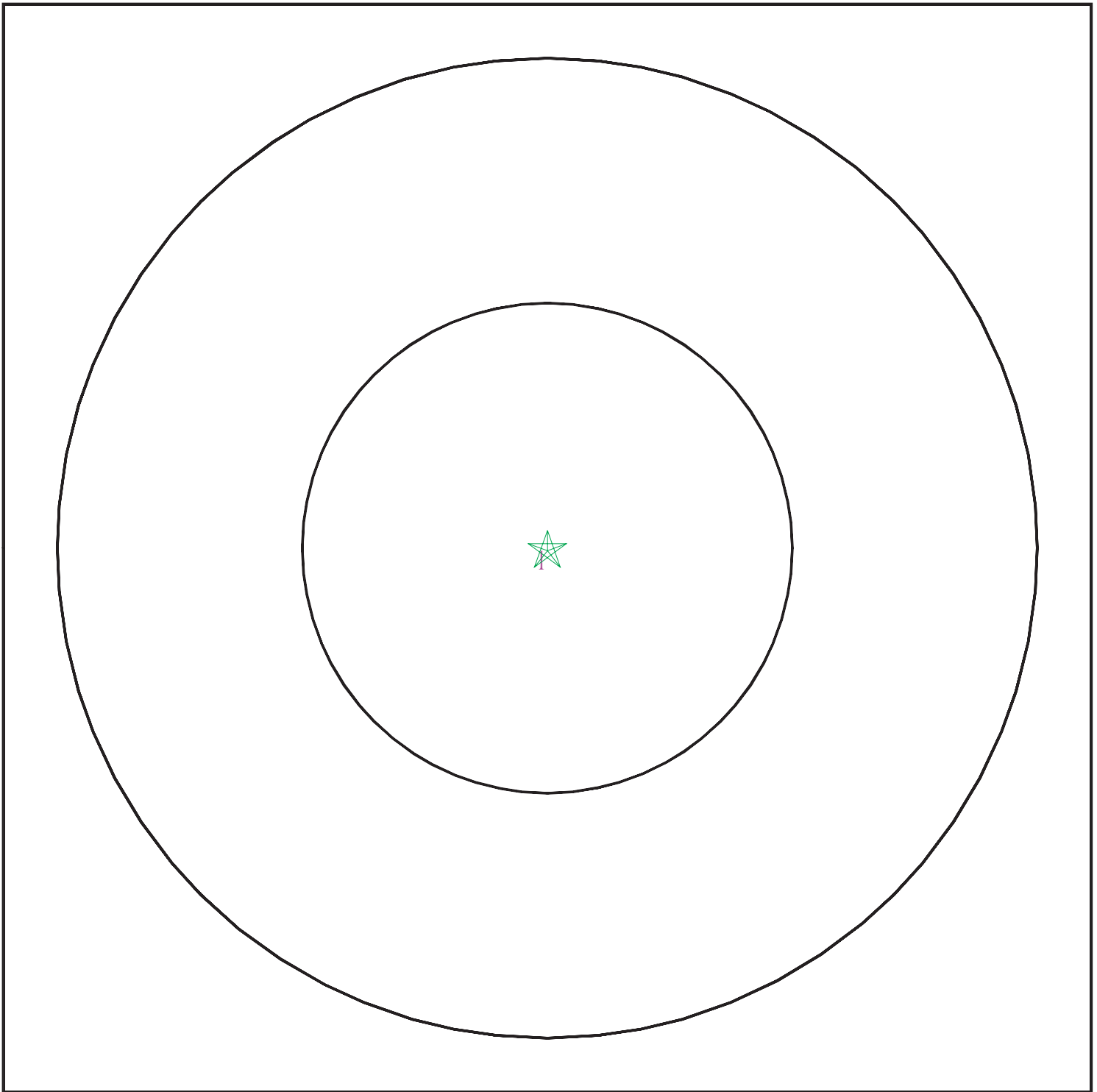
Era: Cenozoic
System: Quaternary
Series: Quaternary
Code: Q (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

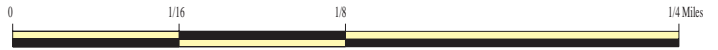
Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 4216502.2s



- ★ Target Property
- ∩ SSURGO Soil
- ∩ Water



SITE NAME: Doris Patterson New Academy Site Aquisition
ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave
Oxnard CA 93030
LAT/LONG: 34.2071 / 119.2059

CLIENT: Ninyo & Moore
CONTACT: Patrick Cullip
INQUIRY #: 4216502.2s
DATE: February 24, 2015 4:40 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: CAMARILLO

Soil Surface Texture: loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 107 inches

| Soil Layer Information | | | | | | | |
|------------------------|-----------|-----------|--|---|--|--|----------------------|
| Layer | Boundary | | Soil Texture Class | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| | Upper | Lower | | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 24 inches | loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt. | Max: 14 Min: 4 | Max: 8.4 Min: 7.9 |
| 2 | 24 inches | 50 inches | stratified sandy loam to sandy clay loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay | Max: 14 Min: 4 | Max: 8.4 Min: 7.9 |
| 3 | 50 inches | 79 inches | fine sand | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42 Min: 14 | Max: 8.4 Min: 7.9 |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

| <u>DATABASE</u> | <u>SEARCH DISTANCE (miles)</u> |
|------------------|--------------------------------|
| Federal USGS | 1.000 |
| Federal FRDS PWS | Nearest PWS within 1 mile |
| State Database | 1.000 |

FEDERAL USGS WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-------------------------|
| 2 | USGS40000142513 | 1/4 - 1/2 Mile ENE |
| 6 | USGS40000142519 | 1/2 - 1 Mile ENE |
| 8 | USGS40000142522 | 1/2 - 1 Mile ENE |
| 10 | USGS40000142449 | 1/2 - 1 Mile South |
| 12 | USGS40000142543 | 1/2 - 1 Mile NNW |
| A13 | USGS40000142472 | 1/2 - 1 Mile ESE |
| 15 | USGS40000142554 | 1/2 - 1 Mile North |

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------------|----------------|-------------------------|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-------------------------|
| 1 | CADW50000005066 | 1/8 - 1/4 Mile NW |
| 3 | CADW50000005058 | 1/4 - 1/2 Mile ENE |
| 4 | 693 | 1/2 - 1 Mile SSE |
| 5 | CADW50000005019 | 1/2 - 1 Mile SSW |
| 7 | 689 | 1/2 - 1 Mile ESE |
| 9 | CADW50000005088 | 1/2 - 1 Mile NE |
| 11 | CADW50000005098 | 1/2 - 1 Mile North |
| A14 | CADW50000005027 | 1/2 - 1 Mile ESE |

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

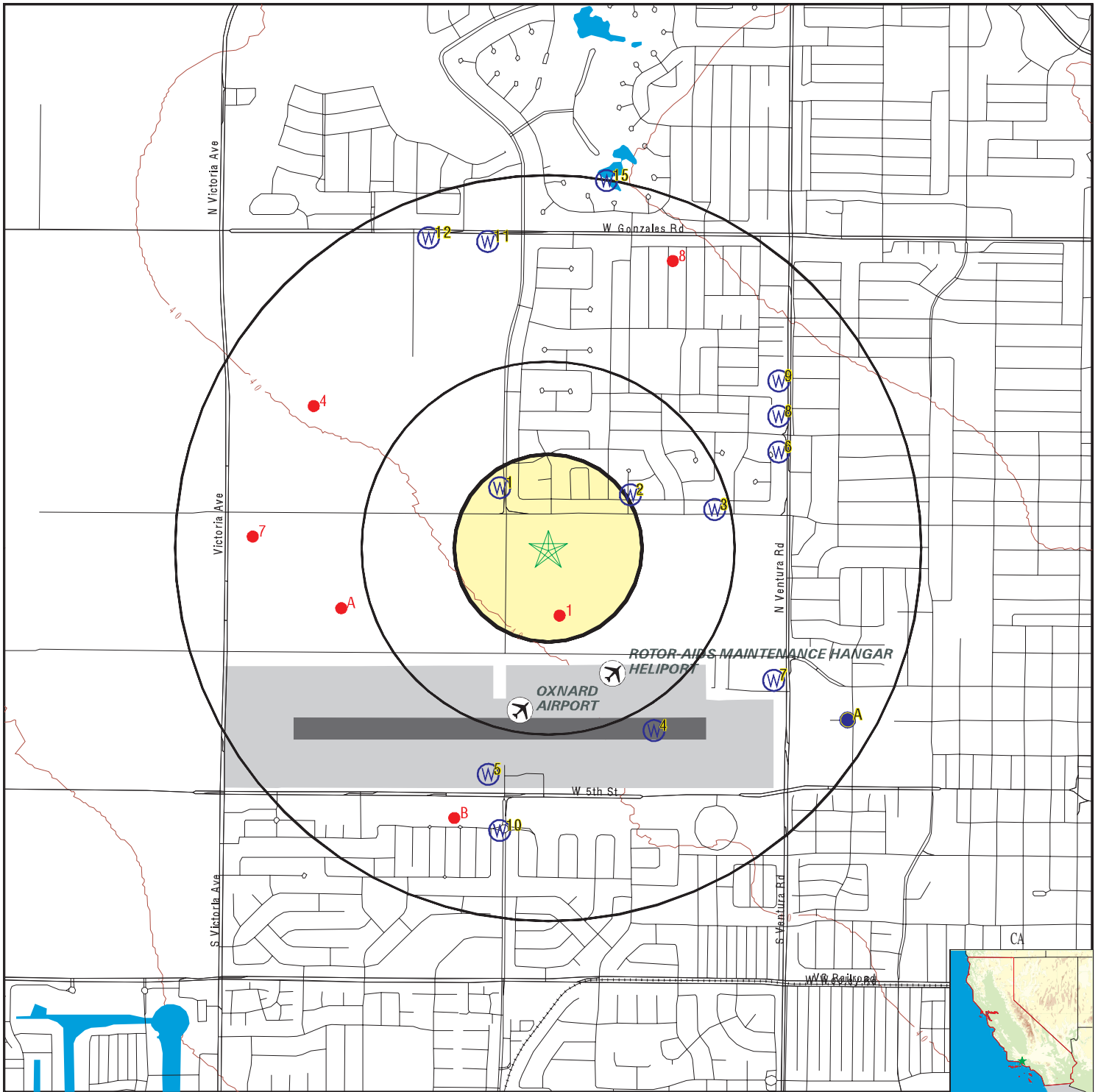
| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-------------------------|
| 1 | CAOG9A000034389 | 1/8 - 1/4 Mile South |

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

| <u>MAP ID</u> | <u>WELL ID</u> | <u>LOCATION FROM TP</u> |
|---------------|-----------------|-----------------------------|
| A2 | CAOG9A000034400 | 1/2 - 1 Mile WSW |
| A3 | CAOG9A000034402 | 1/2 - 1 Mile WSW |
| 4 | CAOG9A000034629 | 1/2 - 1 Mile WNW |
| B5 | CAOG9A000034082 | 1/2 - 1 Mile SSW |
| B6 | CAOG9A000034079 | 1/2 - 1 Mile SSW |
| 7 | CAOG9A000034499 | 1/2 - 1 Mile West |
| 8 | CAOG9A000034676 | 1/2 - 1 Mile NNE |

PHYSICAL SETTING SOURCE MAP - 4216502.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: Doris Patterson New Academy Site Aquisition
 ADDRESS: Southeast Corner of N Patterson Rd and Doris Ave
 Oxnard CA 93030
 LAT/LONG: 34.2071 / 119.2059

CLIENT: Ninyo & Moore
 CONTACT: Patrick Cullip
 INQUIRY #: 4216502.2s
 DATE: February 24, 2015 4:40 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

| | | | |
|-----------------------|------------------------|-----------------|------------------------|
| 1 | | | |
| NW | | CA WELLS | CADW50000005066 |
| 1/8 - 1/4 Mile | | | |
| Higher | | | |
| Latitude : | 34.209447 | | |
| Longitude : | 119.208164 | | |
| Site code: | 342094N1192081W001 | Casgem sta: | 02N22W32Q003S |
| Local well: | 02N22W32Q03S | Casgem s 1: | Irrigation |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005066 |

| | | | |
|-----------------------------|--------------------------------------|--------------------------|------------------------|
| 2 | | | |
| ENE | | FED USGS | USGS40000142513 |
| 1/4 - 1/2 Mile | | | |
| Higher | | | |
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341233119120401 | | |
| Monloc name: | 002N022W32R002S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2091713 |
| Longitude: | -119.2020526 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 293 |
| Welldepth units: | ft | Wellholedepth: | 300 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

| | | | |
|-----------------------|------------------------|-----------------|------------------------|
| 3 | | | |
| ENE | | CA WELLS | CADW50000005058 |
| 1/4 - 1/2 Mile | | | |
| Higher | | | |
| Latitude : | 34.2086 | | |
| Longitude : | 119.1981 | | |
| Site code: | 342086N1191981W001 | Casgem sta: | 02N22W33N001S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005058 |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

4
SSE
1/2 - 1 Mile
Lower

CA WELLS 693

Water System Information:

| | | | |
|------------------------------------|--|---------------|------------------------------|
| Prime Station Code: | 01N/22W-05G03 S | User ID: | TAP |
| FRDS Number: | 5610007014 | County: | Ventura |
| District Number: | 06 | Station Type: | WELL/AMBNT/MUN/INTAKE/SUPPLY |
| Water Type: | Well/Groundwater | Well Status: | Destroyed |
| Source Lat/Long: | 341200.0 1191200.0 | Precision: | Undefined |
| Source Name: | WELL 14 - DESTROYED | | |
| System Number: | 5610007 | | |
| System Name: | OXNARD WATER DEPT | | |
| Organization That Operates System: | 251 SOUTH HAYES AVE. OXNARD, CA 93030 | | |
| Pop Served: | 151500 | Connections: | 30588 |
| Area Served: | OXNARD CITY | | |

5
SSW
1/2 - 1 Mile
Lower

CA WELLS CADW50000005019

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.1983 | | |
| Longitude : | 119.2087 | | |
| Site code: | 341983N1192087W001 | Casgem sta: | 01N22W05G002S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005019 |

6
ENE
1/2 - 1 Mile
Higher

FED USGS USGS40000142519

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341239119113901 | | |
| Monloc name: | 002N022W33L003S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2108379 |
| Longitude: | -119.1951079 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|----------------------|--------------|----------------|-----|
| Aquifer type: | Not Reported | Welldepth: | 200 |
| Construction date: | Not Reported | Wellholedepth: | 206 |
| Welldepth units: | ft | | |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

7
ESE
1/2 - 1 Mile
Higher

CA WELLS 689

Water System Information:

| | | | |
|------------------------------------|---------------------------|---------------|-----------------------|
| Prime Station Code: | 01N/22W-04C01 S | User ID: | 56C |
| FRDS Number: | 5602118001 | County: | Ventura |
| District Number: | 86 | Station Type: | WELL/AMBNT/MUN/INTAKE |
| Water Type: | Well/Groundwater | Well Status: | Active Raw |
| Source Lat/Long: | 341207.0 1191140.0 | Precision: | 100 Feet (one Second) |
| Source Name: | WELL 01 | | |
| System Number: | 5602118 | | |
| System Name: | TEAL CLUB MUTUAL WATER CO | | |
| Organization That Operates System: | | | |
| | Not Reported | | |
| Pop Served: | Unknown, Small System | Connections: | Unknown, Small System |
| Area Served: | Not Reported | | |

8
ENE
1/2 - 1 Mile
Higher

FED USGS USGS40000142522

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341244119113901 | | |
| Monloc name: | 002N022W33M002S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2122268 |
| Longitude: | -119.1951079 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | 54.5 |
| Vert measure units: | feet | Vertacc measure val: | 2.5 |
| Vert accmeasure units: | feet | | |
| Vertcollection method: | Interpolated from topographic map | | |
| Vert coord refsys: | NGVD29 | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Unconfined single aquifer | | |
| Construction date: | Not Reported | Welldepth: | 221 |
| Welldepth units: | ft | Wellholedepth: | 221 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

9
NE
1/2 - 1 Mile
Higher

CA WELLS CADW50000005088

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.2136 | | |
| Longitude : | 119.1951 | | |
| Site code: | 342136N1191951W001 | Casgem sta: | 02N22W33L003S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005088 |

10
South
1/2 - 1 Mile
Lower

FED USGS USGS40000142449

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341146119122601 | | |
| Monloc name: | 001N022W05K001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.1961158 |
| Longitude: | -119.2081638 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 214 |
| Welldepth units: | ft | Wellholedepth: | 214 |
| Wellholedepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

11
North
1/2 - 1 Mile
Higher

CA WELLS CADW50000005098

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.219025 | | |
| Longitude : | 119.208729 | | |
| Site code: | 342190N1192087W001 | Casgem sta: | 02N22W32C004S |
| Local well: | 02N22W32C04S | Casgem s 1: | Irrigation |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005098 |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

12
NNW
1/2 - 1 Mile
Higher

FED USGS USGS40000142543

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341309119123801 | | |
| Monloc name: | 002N022W32C001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2191712 |
| Longitude: | -119.2114975 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 5 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | 48 |
| Vert measure units: | feet | Vertacc measure val: | 5 |
| Vert accmeasure units: | feet | | |
| Vertcollection method: | Interpolated from topographic map | | |
| Vert coord refsys: | NGVD29 | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | | |
| Welldepth units: | ft | Welldepth: | 250 |
| Wellholedepth units: | Not Reported | Wellholedepth: | Not Reported |

Ground-water levels, Number of Measurements: 0

A13
ESE
1/2 - 1 Mile
Higher

FED USGS USGS40000142472

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341203119112804 | | |
| Monloc name: | 001N022W04F004S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.200838 |
| Longitude: | -119.1920522 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-----------------------|--------------|-----------------|------|
| Aquifer type: | Not Reported | Welldepth: | 1370 |
| Construction date: | Not Reported | Wellholeddepth: | 1370 |
| Welldepth units: | ft | | |
| Wellholeddepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

**A14
ESE
1/2 - 1 Mile
Higher**

CA WELLS CADW50000005027

| | | | |
|-------------|------------------------|-------------|-----------------|
| Latitude : | 34.2 | | |
| Longitude : | 119.1917 | | |
| Site code: | 342000N1191917W001 | Casgem sta: | 01N22W04F004S |
| Local well: | Not Reported | Casgem s 1: | Unknown |
| County id: | 56 | | |
| Basin cd: | 4-4.02 | Basin desc: | Oxnard |
| Org unit n: | Southern Region Office | Site id: | CADW50000005027 |

**15
North
1/2 - 1 Mile
Higher**

FED USGS USGS40000142554

| | | | |
|-----------------------------|--------------------------------------|--------------------------|--------------|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-341317119120801 | | |
| Monloc name: | 002N022W29R002S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070103 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.2213934 |
| Longitude: | -119.2031639 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | 310 |
| Welldepth units: | ft | Wellholeddepth: | 310 |
| Wellholeddepth units: | ft | | |

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
South
1/8 - 1/4 Mile

OIL_GAS CAOG9A000034389

| | | | |
|-------------|------------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100728 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.204475 | | |
| Glong: | -119.205368 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Richfield-Doheny Ox. Airport | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034389 |

A2
WSW
1/2 - 1 Mile

OIL_GAS CAOG9A000034400

| | | | |
|-------------|--------------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100725 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | N | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Fr NW cor Lot 137: 330S & 333E | | |
| Glat: | 34.204753 | | |
| Glong: | -119.215445 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034400 |

A3
WSW
1/2 - 1 Mile

OIL_GAS CAOG9A000034402

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100726 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.204772 | | |
| Glong: | -119.215726 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 2 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034402 |

**4
WNW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034629

| | | | |
|-------------|----------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11120224 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | Argo Petroleum Corp. | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 32 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.212624 | | |
| Glong: | -119.216875 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | U.P.R.R. Co.-Leonard | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034629 |

**B5
SSW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034082

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|--------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11121902 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | I |
| Operatorna: | E. A. Bender | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.196678 | | |
| Glong: | -119.210027 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Farrell | Wellnumber: | 1A |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034082 |

**B6
SSW
1/2 - 1 Mile**

OIL_GAS CAOG9A000034079

| | | | |
|-------------|--------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11105605 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | E. A. Bender | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 5 | | |
| Township: | 01N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.196529 | | |
| Glong: | -119.210563 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Farrell | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034079 |

**7
West
1/2 - 1 Mile**

OIL_GAS CAOG9A000034499

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|-------------|------------------------|-------------|-----------------|
| Districtnu: | 2 | Apinumber: | 11100727 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | ARCO Oil & Gas Company | | |
| Countyname: | Ventura | Fieldname: | Montalvo, West |
| Areaname: | Onshore | | |
| Section: | 31 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.207549 | | |
| Glong: | -119.219729 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Laubacher | Wellnumber: | 3 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034499 |

8
NNE
1/2 - 1 Mile

| | | | |
|-------------|---------------------|----------------|------------------------|
| | | OIL_GAS | CAOG9A000034676 |
| Districtnu: | 2 | Apinumber: | 11105800 |
| Blmwell: | N | Redrillcan: | No |
| Dryhole: | Y | Wellstatus: | P |
| Operatorna: | Chevron U.S.A. Inc. | | |
| Countyname: | Ventura | Fieldname: | Any Field |
| Areaname: | Any Area | | |
| Section: | 33 | | |
| Township: | 02N | Range: | 22W |
| Basemeridi: | SB | Elevation: | Not Reported |
| Locationde: | Not Reported | | |
| Glat: | 34.218266 | | |
| Glong: | -119.200067 | | |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Eastwood | Wellnumber: | 1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | 30-DEC-99 |
| Welldeptha: | Not Reported | Redrillfoo: | Not Reported |
| Abandonedd: | // | Completion: | // |
| Gissymbol: | Not Reported | Site id: | CAOG9A000034676 |

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---------|-----------|-----------|
| 93030 | 38 | 1 |

Federal EPA Radon Zone for VENTURA County: 1

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level \geq 2 pCi/L and \leq 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 93030

Number of sites tested: 9

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|-------------------------|------------------|--------------|--------------|--------------|
| Living Area - 1st Floor | 0.478 pCi/L | 100% | 0% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | Not Reported | Not Reported | Not Reported | Not Reported |

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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APPENDIX F
VAPOR ENCROACHMENT SCREENING

Phase I Environmental Site Assessment (ESA) Vapor Encroachment Conditions (VEC) matrix includes a (1) Search Radius Test, (2) Chemicals of Concern (COC) Test, and (3) a Critical Distance Test [1].

(1) Search Radius Test: Are there known or suspect contaminated properties in the primary area of concern within the corresponding search radii?

Yes No If **No**, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If **Yes**, then:

(2) Chemicals of Concern Test: Are COCs likely to be present within the area of concern for those known or suspect contaminated sites identified based on the Search Distance Test?

Yes No If **No**, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If **Yes**, then:

(3) Critical Distance Test: A plume test to determine whether or not COCs in the contaminated plume(s) may be within the critical distance.

Yes No (3a) Is information related to the contaminated plume(s) available (i.e. isoconcentration maps, site drawings, etc.)?

(3b) If **No**, then a VEC cannot be ruled out; check **Yes** in #4 below indicating it is likely a VEC exists. If **Yes**, then:

Yes No (3c) Is the site less than 100 feet to the nearest edge of a contaminated [non-petroleum hydrocarbon] plume(s)? If **Yes**, then check **Yes** in #4 below indicating it is likely a VEC exists.

Yes No (3d) Is the site less than 30 feet to the nearest edge of a dissolved petroleum hydrocarbon plume(s)? If **Yes**, then check **Yes** in #4 below indicating it is likely a VEC exists.

If the distance from the nearest edge of a contaminated plume to the nearest existing or planned structure on the site is less than 100 feet for non-petroleum hydrocarbon COC, or less than 30 feet for dissolved petroleum hydrocarbons, then it is presumed that a VEC *currently* exists beneath the site. If the distance from the nearest edge of the contaminated plume is greater than or equal to 100 feet for non-petroleum hydrocarbons, or 30 feet for dissolved petroleum hydrocarbon chemicals of concern, then it is presumed unlikely that a VEC *currently* exists beneath the site.

(4) Is it likely that a VEC *currently* exists beneath the site?

Yes No If **No**, then the VEC screening is complete and no further investigation is recommended at this time. If **Yes**, Ninyo & Moore recommends performing additional assessment, such as a Tier 2 VEC assessment according to ASTM E 2600-10.

[1] Based on guidance presented in the ASTM E 2600-10 Standard.

APPENDIX G
RESUMES OF PROFESSIONALS

JOHN JAY ROBERTS, PG, CEG

SENIOR GEOLOGIST

EDUCATION

B.S., Geology, 1973, University of Southern California, Los Angeles

REGISTRATIONS AND CERTIFICATIONS

PG 3489, California

CEG 1018, California

EXPERIENCE HIGHLIGHTS

Environmental Assessments for Schools

Human Health Risk Screening Evaluations for School Sites

Environmental and Geotechnical Services for Redevelopment of an Existing School Site

Brownfields Clean-up Grant Application for Industrial Property

Environmental Services for a New High School

Pipeline Risk Analyses

Groundwater Discharge Evaluation for Dewatering Subdrain

Environmental Assessment for Redevelopment of a Commercial Site

Environmental Consulting Services for Commercial, Industrial, and Residential Properties

Redevelopment of Former Lockheed B-1 Facility

Hazardous Waste Landfill Expansion

Hazardous Waste Ponds Investigations

Geological Logging and Coordination During the Installation of Three Groundwater Production Wells

Hydrogeological Assessment Report

PROFESSIONAL AFFILIATIONS

Association of Engineering Geologists

National Groundwater Association

As a Senior Geologist, Mr. Jay Roberts has extensive experience performing environmental and geotechnical investigations of commercial and industrial properties and environmental site assessments of school sites, including Phase I, PEA, SSI, RAW, RAP, and O&M plans. Mr. Roberts has completed characterization, remediation, and human health assessments on numerous properties. He has prepared successful applications for Brownfields clean-up grants and managed and performed hydrogeologic investigations, groundwater resource evaluations, and water supply studies. He also provides expert witness and litigation support for environmental, geotechnical, and mining matters.

REPRESENTATIVE PROJECT EXPERIENCE

Environmental Assessments for Three School Sites, Northern Orange County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. One site was located in Brea-Olinda Oil Field; investigations included thorough research into potential oil wells on-site. Investigations also included detailed soil characterization for suspected oil field wastes, and methane and hydrogen sulfide soil gas studies in accordance with Orange County Fire Authority guidelines.

Environmental Consulting Services for Commercial, Industrial, and Residential Properties Throughout California, Oregon, and Washington: Project Manager for Phase I studies throughout the western United States. Mr. Roberts managed, directed, coordinated a staff conducting Phase Is, and reviewed and signed each report. These services were performed for a variety of fiduciary institutions, attorneys, and school districts. These services included complete investigations to meet ASTM standards, as well additional studies required by the client. In order to fully characterize conditions, Phase II investigations were recommended and completed, ranging from additional historical research through soil and/or groundwater sampling.

Environmental Assessments for Three High School Sites, Southern Los Angeles County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All three sites required DTSC's rigorous PEA investigations, including soil gas and soil matrix sampling. One site required preparation of a soil Removal Action Workplan (RAW) and implementation. Public participation services in accordance with DTSC requirements were also provided to the client school district.

Environmental Services for a New High School, Corona, California: Project Manager for Phase I and II studies through complete environmental site closure status granted by DTSC, the lead regulatory agency. The approximate seven-acre site was part of the U.S. Navy Corona Naval Weapons Center. Detailed records research indicated a former incinerator for burning wastes and an existing landfill were located on-site. Through cost-effective soil borings, sampling and laboratory analyses, the extent of the existing landfill was found, in order to prepare a Remedial Action Plan, which was implemented relatively effortlessly. In fact, the project is listed as one of DTSC's Success Stories on its website.

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REPRESENTATIVE PROJECT EXPERIENCE (continued)

Environmental Assessments for 12 School Sites, Western Riverside County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All 12 sites required DTSC's rigorous PEA investigations, including soil gas and/or soil matrix sampling. One site required a soil RAW and implementation. Public participation services in accordance with DTSC requirements were also provided.

Environmental Assessments for 10 School Sites, Western San Bernardino County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All 10 sites required DTSC's rigorous PEA investigations, including soil gas and/or soil matrix sampling. Sampling and analyses was conducted on the sites primarily for past agricultural activities. One site required an additional investigation for an on-site burn dump. Public participation services in accordance with DTSC requirements were also provided to the client school district.

Environmental Assessment for Redevelopment of a Commercial Site, Santa Fe Springs, California: Project Manager for a Phase I and II environmental investigations for an approximately eight-acre parcel, which contained 5 previously abandoned oil wells. Thorough research of California DOGGR's files for each well was conducted to determine the known condition of the on-site wells. Detailed investigations were augmented by geophysical surveys and soil borings, sampling and laboratory analyses for suspected oil field wastes, and methane and hydrogen sulfide in accordance with City of Santa Fe Springs requirements. Services also included preparation, scheduling and observation of reabandonment of the oil wells which had insufficient seals and caps, and development of methane mitigation specifications for the new commercial building.

Environmental Assessments for Three School Sites, Northern Orange County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. One site was located in Brea-Olinda Oil Field; investigations included thorough research into potential oil wells on-site. Investigations also included detailed soil characterization for suspected oil field wastes, and methane and hydrogen sulfide soil gas studies in accordance with Orange County Fire Authority guidelines.

Environmental Assessments for Three High School Sites, Southern Los Angeles County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All three sites required DTSC's rigorous PEA investigations, including soil gas and soil matrix sampling. One site required preparation of a soil Removal Action Workplan (RAW) and implementation. Public participation services in accordance with DTSC requirements were also provided to the client school district.

Environmental and Geotechnical Services for Redevelopment of an Existing Elementary School Site, Fountain Valley, California: Project Manager for Phase I and II studies, including Preliminary Geotechnical Foundation Investigation for the planned redevelopment of an existing elementary school site. The school district planned to redevelop the approximate seven-acre existing school site into a single-family residential tract. The services included a thorough Phase I in accordance with the new "All Appropriate Inquiry" ASTM Standards, and soil sampling and analyses during a Phase II. In addition, the District required subsurface geotechnical investigation consisting of soil borings and laboratory analyses, sufficient to satisfy the California Building Code for the proposed redevelopment.

Environmental Services for a New High School, Corona, California: Project Manager for Phase I and II studies through complete environmental site closure status granted by DTSC, the lead regulatory agency. The approximate seven-acre site was part of the U.S. Navy Corona Naval Weapons Center. Detailed records research indicated a former incinerator for burning wastes and an existing landfill were located on-site. Through cost-effective soil borings, sampling and laboratory analyses, the extent of the existing landfill was found, in order to prepare a Remedial Action Plan, which was implemented relatively effortlessly. In fact, the project is listed as one of DTSC's Success Stories on its website.

Environmental Assessments for 12 School Sites, Western Riverside County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All 12 sites required DTSC's rigorous PEA investigations, including soil gas and/or soil matrix sampling. One site required a soil RAW and implementation. Public participation services in accordance with DTSC requirements were also provided.

PATRICK CULLIP

SENIOR STAFF ENVIRONMENTAL ENGINEER

EDUCATION

B.S. Mechanical Engineering, Loyola Marymount University, Los Angeles

REGISTRATIONS AND CERTIFICATIONS

OSHA 40-hour California HAZWOPER certified

Loss Prevention System (LPS)

American Red Cross Standard First Aid, and CPR-Adult certified

OSHA 8-hour Site Supervisor's Health and Safety certified

BNSF Contractor Orientation Safety certified

Metro Rail Safety certified

Lead Sampling Technician

EXPERIENCE HIGHLIGHTS

Phase I ESAs

Sampling Surveys

1166 Soil Monitoring

Preliminary Environmental Assessment

Remedial Action Workplan

UST Removal

Groundwater Monitoring

Mr. Patrick Cullip has over three years experience performing environmental remediation, operations and maintenance, remediation system installation, groundwater/soil vapor sampling, well installation, UST removal, soil contamination removal, dual-phase extractions, ADL sampling, geological and geotechnical logging, quarterly groundwater monitoring reports, pilot test reports, design, and oversight projects; conducting environmental site assessments and feasibility testing; evaluating regulatory compliance.

REPRESENTATIVE PROJECT EXPERIENCE

Long Beach Unified School District, Long Beach, California – (PEA & RAW): Senior Staff Environmental Engineer, collected soil samples, using hand-auger and direct-push methods of soil to assess lead and pesticide contamination from lead-based paint and pesticides along the edges of classrooms and administrative buildings at Jordan High School, and prepared reports for government agencies. Sample results were used to determine the extent of contamination and potential associated health risks to field personnel participating in planned remodeling/demolition activities. Performed statistical analyses and human health screening evaluation of lead and pesticide contamination to determine best course of action for contamination removal.

City of Los Angeles, Temescal Canyon Park Stormwater Project, Pacific Palisades, California: Senior Staff Environmental Engineer conducted 1166 soil monitoring and air monitoring for soil excavation for future stormwater holding tank.

CalTrans, Various Locations, Southern California – (ADL): Senior Staff Environmental Engineer, collected soil samples, using hand-auger methods, of roadside soils to assess lead impacts of soil from years of aerially deposited lead from leaded gasoline. Sample results were used to determine the waste classification for proper disposal and handling of road and highways improvements.

Phase I Environmental Site Assessments – Various Sites, Southern California: Field Manager, performed numerous Phase I Environmental Site Assessments of commercial, industrial, and residential properties throughout southern California for various financial institutions, land developers, and government agencies. The Phase I's included reviewing regulatory files of various government agencies to evaluate the extent and type of impacts at sites, conducting site walks, owner/operator interviews, and preparing reports in accordance with ASTM International standard E 1527-00.

Port of Los Angeles, Wilmington, California – (POLA): Senior Staff Environmental Engineer, conducted groundwater monitoring on numerous existing monitoring wells, utilizing hand bailers.

Orange County Transit Authority, Fullerton, California – (OCTA): Senior Staff Environmental Engineer, conducted stockpile soil sampling for confirmation testing of lead, VOCs, OCPs, and TPHs.

California School for the Deaf, Riverside, California – (CSDR): Senior Staff Environmental Engineer, collected soil samples, using hand-auger methods, of soils beneath gym planned for demolition to assess pesticide impacts of soil. Sample results were used to determine the potential associated health risks to field personnel participating in planned demolition and new building activities.

Bob Hope Patriotic Hall, Los Angeles, California – (UST Removal): Senior Staff Environmental Engineer, oversaw excavation and removal of previously abandoned-in-place underground storage tank located within new proposed parking lot. Conducted 1166 and health and safety air monitoring for field personnel, and collected soil samples to assess potential leakage from the former tank. All field activities were performed in accordance with LAFD requirements.

Northrop Grumman, Hawthorne, California: Senior Staff Environmental Engineer, oversaw pipe installation for remediation system on-site and acted as safety watch for field personnel.

Helen Keller Park, Los Angeles, California: Senior Staff Environmental Engineer, oversaw geophysical survey of subsurface debris due to site's previous use as a landfill. Performed potholing excavations for further site analysis and soil sampling.

Ninyo & Moore

Experience | Quality | Commitment

REPRESENTATIVE PROJECT EXPERIENCE (continued)

Staff Environmental Engineer: Oversaw Groundwater/Soil Vapor Extraction tests at client sites to determine extent of contamination. Managed complex LAUSD site excavation for future school location as field manager, comprising of lead and hydrocarbon soil testing, hazardous/non-hazardous soil removal, and air quality monitoring. Directed cleaning/removal of Underground Storage Tanks, soil contamination chase-out, and removal to allow for freeway overpass expansion. Supervised installation of dozens of groundwater/soil vapor monitoring wells. Directed maintenance on several groundwater/soil vapor systems. Organized, managed, and operated numerous Dual-Phase Extraction tests to remove site contaminants. Executed various operation and maintenance visits and site visits on existing soil vapor and groundwater remediation systems. Tracked effluent readings for various sites to ensure permitting compliance. Prepared dozens of environmental reports including quarterly groundwater monitoring reports, pilot tests, site assessments, remedial action plans, and RECAPs. Performed multiple soil vapor, groundwater, and air sparge pilot tests. Completed various administrative tasks involving file review, copying, report compilation, & data entry.

Pipeline Risk Analysis

Oxnard School District
Doris Avenue/Patterson Road
Educational Facilities Site
Oxnard, California

August 2017



J House Environmental, Inc.

Site Assessment ✧ Remediation ✧ Safety Risk Analysis



J House Environmental, Inc.

Site Assessment ♦ Remediation ♦ Safety Risk Analysis

August 9, 2017

Mr. Randy Westhaus, P.E., Director
Tetra Tech
5383 Hollister Avenue, Suite 130
Santa Barbara, Ca 93111

**Subject: Pipeline Risk Analysis
Oxnard School District
Doris Avenue/Patterson Road Educational Facilities Site
Oxnard, California**

Dear Mr. Westhaus:

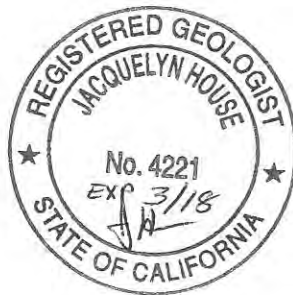
J House Environmental, Inc. is pleased to present the results of our pipeline risk analysis for the Oxnard School District's proposed educational facilities site located at the southeast corner of Doris Avenue and Patterson Road in Oxnard, Ventura County, California. The risk analysis provides an assessment of potential safety hazards posed by a high-pressure natural gas pipeline and a high-volume water pipeline that are located within 1,500 feet of the site.

The natural gas pipeline risk analysis and the high-volume water pipeline risk analysis are based on information obtained from Southern California Gas Company and the City of Oxnard regarding construction specifications, operating parameters and inspection and maintenance procedures for the subject pipelines. Potential risks associated with pipeline failure are evaluated and compared to California Department of Education (CDE) risk threshold values.

If you have any questions regarding this report, please contact me at (530) 885-7801.

Sincerely,

Jackie House, PG, CEG, CHG
Principal Geologist



Pipeline Risk Analysis

**Oxnard School District
Doris Avenue/Patterson Road Educational Facilities Site
Oxnard, California**

August 9, 2017

Prepared for:

Tetra Tech
5383 Hollister Avenue, Suite 130
Santa Barbara, Ca 93111

Prepared by:

J House Environmental, Inc.
371 Nevada Street, #7366
Auburn, CA 95604

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**PIPELINE RISK ANALYSIS
OXNARD SCHOOL DISTRICT
DORIS AVENUE/PATTERSON ROAD EDUCATIONAL FACILITIES SITE
OXNARD, CALIFORNIA**

1.0 INTRODUCTION

This report presents results of the pipeline risk analysis conducted by J House Environmental, Inc. for the Oxnard Unified School District's proposed educational facilities site located at the southeast corner of Doris Avenue and Patterson Road in Oxnard, Ventura County, California (Figure 1 and Figure 2). It is our understanding that the Oxnard School District (District) is considering plans to construct a new elementary, middle school and District administrative center on the approximately 25-acre subject property. The school facilities are intended to accommodate 700 elementary school students in grades K-5 and 1,200 middle school students in grades 6-8.

A high-pressure natural gas distribution pipeline owned and operated by Southern California Gas Company (SCGC) and a high-volume (12-inch diameter and greater) water pipeline owned and operated by the City of Oxnard have been identified within 1,500 feet of the project site. The locations of the subject pipelines are shown on Figure 1 and Figure 2.

1.1 Purpose and Scope

The purpose of the risk analysis is to identify whether the subject pipelines could pose an unacceptable safety hazard at the proposed educational facilities site. California Code of Regulations, Title 5, Education, Section 14010(h), specifies that a school site shall not be located within 1,500 feet of a pipeline that can pose a safety hazard as determined by a risk analysis study.

The pipeline risk analysis is based on information obtained from SCGC and the City of Oxnard regarding construction specifications, operating parameters, and inspection and maintenance procedures for the subject pipelines and observations made during a site reconnaissance by Mr. Steve Dodson of Tetra Tech Inc. on August 3, 2017. Potential risks associated with pipeline failure are estimated based on: 1) an identification of events that could lead to failure; 2) an assessment of the probability or frequency of these events occurring; and 3) an estimation of the consequences that could result from a pipeline failure. The risk analysis has been prepared in accordance with guidelines set forth in the February 2007, California Department of Education (CDE) *Guidance Protocol for School Site Pipeline Risk Analysis* (CDE Protocol).

1.2 Report Organization

The remainder of this report is organized into the following sections:

- 2.0 Setting;
- 3.0 Natural Gas Pipeline Risk Analysis;

- 4.0 High Volume Water Pipeline Risk Analysis;
- 5.0 Conclusions and Recommendations.

Area reconnaissance photographs are presented in Appendix A. Information provided by SCGC is contained in Appendix B. Standard CDE reporting forms for the high-pressure natural gas pipeline are contained in Appendix C. Information provided by the City of Oxnard is presented in Appendix D. Standard CDE reporting forms for the high-volume water pipeline are presented in Appendix E.

2.0 SETTING

The Oxnard School District is considering plans to develop new school facilities at the subject property. The educational facilities site is located at the southeast corner of Doris Avenue and Patterson Road in Oxnard, Ventura County, California (Figure 1 and Figure 2). The proposed elementary, middle school and District administrative center is intended to accommodate a total of 1900 students and 239 staff.

The topography in the project area is relatively flat, with a very slight southwesterly slope. The project site is presently an agricultural field. Areas north of the school site are developed for residential use. Other surrounding areas are in agricultural use.

3.0 NATURAL GAS PIPELINE RISK ANALYSIS

SCGC indicates that a high-pressure natural gas distribution pipeline is located within 1,500 feet of the project site. This 10-inch diameter pipeline (#36-8-01-G) is located south of the project site, within the Teal Club Road right-of-way. At the closest point, this east-west trending pipeline is located approximately 1,000 feet south of the site (see Figure 1 and Figure 2). SCGC indicates that they are not able to provide additional details regarding construction and operation of this 10-inch diameter high-pressure distribution pipeline.

The pipeline risk analysis identifies the probability of pipeline failure in the vicinity of the project site, estimates consequences that could result from pipeline failure and estimates the level of individual risk and population risk at the subject property due to proximity to the natural gas pipeline. The risk estimates have been developed in accordance with “Stage 2” analysis guidelines and methodologies set forth in the February 2007, California Department of Education *Guidance Protocol for School Site Pipeline Risk Analysis* (CDE Protocol). Key elements of the natural gas pipeline risk analysis are presented on standard reporting forms from the CDE Protocol (Appendix C). As noted above, SCGC was not able to provide details regarding pipeline operation, including normal and maximum allowable operating pressures. For purposes of the risk analysis J House Environmental, Inc. has utilized an estimated maximum allowable operating pressure of 400 pounds per square inch gauge (psig). Based on pipeline risk analyses that J House Environmental, Inc. has completed for other high-pressure natural gas pipelines, this estimate is considered representative of the maximum allowable operating pressure commonly associated with a 10-inch diameter distribution pipeline.

A general description of the project site and the subject pipeline, along with a summary of the pipeline risk analysis results, is presented on the administrative, summary, and signature form

(Form 1) presented in Appendix C. Information obtained from SCGC regarding construction specifications and operating parameters for the subject pipeline is summarized on the pipeline risk analysis input data form (Form 2, Appendices C). The standard protocol calculation summary form (Form 3, Appendix C) addresses the likelihood of pipeline failure and resultant consequences. Calculation spreadsheet pages from the CDE *Pipeline Risk Analysis Protocol Total Individual Risk (TIR) Estimating Aid* (March 2007) are included in Appendix C.

CDE has established a threshold of 1.0E-06 as the annual individual risk level considered acceptable for new school facility sites. This represents one chance in one million per year of being exposed to a fatal hazard associated with a pipeline incident. The estimated level of individual risk at the property line of the project site located closest to the SCGC high-pressure natural gas distribution pipeline is 8.6E-10 (Appendix C). Since the estimated level of individual risk at the property line closest to the subject pipeline is well below the CDE threshold risk criterion of 1.0E-06, the subject pipeline is not considered to pose an unacceptable risk for site development as a school facility.

The CDE protocol also calls for estimation of a population risk indicator for proposed school sites. The population risk indicator provides a very conservative estimate of the maximum potential number of fatalities at a site in the unlikely event of a worst-case rupture jet fire incident. The population risk indicator does not take into consideration the probability or likelihood of occurrence of the “worst case” incident. The population risk indicator for the project site, as derived based on the CDE protocol methodology, is zero (Appendix C).

The subject pipeline is operated in accordance with State and Federal regulations that are designed to guard against accidental release and ensure public health and safety. The subject 10-inch diameter high-pressure distribution pipeline is required to be inspected and maintained in accordance with California Public Utility Commission (112E) standards.

4.0 HIGH-VOLUME WATER PIPELINE RISK ANALYSIS

The City of Oxnard was contacted to obtain information regarding the high-volume, 12-inch diameter municipal water pipeline located in proximity to the proposed educational facilities site. This municipal water distribution pipeline (#P-1043) is owned and operated by the City of Oxnard and is located within the Doris Avenue right-of-way, immediately north of the project site. At the closest point, this pipeline is approximately 5 feet north of the northern boundary of the proposed educational facilities site (see Figure 2).

The high-volume water pipeline risk analysis is based on a qualitative analysis of potential impacts at the proposed school site in the event of a catastrophic pipeline failure. An assessment of areas potentially subject to physical impacts, sheet flow runoff and flooding is presented. Since the pipeline does not pose a safety hazard unless its structural integrity is compromised, resulting in a release of water to the environment, the first step in this risk analysis is to identify events that could lead to pipeline rupture or failure. In the second step, a qualitative assessment of the probability or frequency of such events occurring is made. Consequences that could result from pipeline rupture or failure are then evaluated through a qualitative consequence analysis.

4.1 Pipeline Construction Specifications and Operating Parameters

The east-west trending 12-inch diameter municipal water distribution pipeline is located within the southern portion of the Doris Avenue right-of-way. This high-volume water pipeline operates at a pressure of 65 pounds per square inch (psi), with a throughput of approximately 2,300 gallons per minute. The pipeline has approximately 3 to 3.5 feet of cover in the vicinity of the proposed educational facilities site. It is estimated that in the event of a leak or rupture, it would take 30 minutes to perform the manual operation needed for emergency shutoff of the pipeline. At the closest point, this 12-inch diameter pipeline is approximately 5 feet north of the northern boundary of the proposed school site (see Figure 2).

4.2 Pipeline Incident Event Identification

Four types of events are generally recognized as the main causes of pipeline rupture and/or failure:

- Third Party Dig-ins;
- Corrosion and Deterioration;
- Weld or Material Defects; and
- Ground Movement.

Third party dig-ins can result from construction activities that are not associated with pipeline construction and maintenance. Third party dig-ins are generally associated with development or reconstruction projects (i.e., subsurface digging with a backhoe or exploratory soil borings).

Pipeline corrosion and deterioration can occur both internally and externally. There are a number of possible causes of corrosion and deterioration. External corrosion or deterioration is generally the result of direct contact of the pipeline material with soils, water, and/or air.

Weld or material defects can weaken pipeline structures and result in leaks and/or ruptures. Improper material selection, pipeline design and construction, or quality control can lead to potential weld and material defects that can compromise the pipeline integrity.

Ground movement can compromise the structural integrity of a pipeline, resulting in leaks or ruptures. Underground pipelines are most sensitive to ground movement associated with seismic shaking, fault rupture, liquefaction, and landslides.

4.3 Pipeline Incident Probability/Frequency Analysis

The probability and/or frequency of a pipeline rupture or failure occurring in the vicinity of the proposed school site is related to the probability of occurrence of the four types of events described above. An assessment of the potential for each of these events to occur is presented below. The qualitative assessment ranks the likelihood of an event occurring as very low, low, moderate, high or very high.

Third Party Dig-ins: The potential for third party dig-ins to occur is typically related to the amount of construction being performed in the immediate vicinity of a pipeline structure. At the time of our site reconnaissance, no construction activities appeared to be underway at the proposed school site or in surrounding areas. Construction activities are planned for the educational facilities site and offsite construction or infrastructure maintenance/repair may take place in the future in the area of the subject pipeline. Information provided by the City of Oxnard indicates that the buried depth of the municipal water pipeline is approximately 3 to 3.5 feet. As required by law, Underground Service Alert (USA) will be contacted by contractors working in the area prior to any excavation or drilling activities. The potential for third party dig-ins to occur along the portions of the high-volume water pipelines located on and in the vicinity of the proposed school site is considered low to moderate.

Corrosion and Deterioration: The potential for pipeline corrosion and deterioration to occur is related to pipeline material type, the age of the pipeline and corrosive preventative measures. According to the City of Oxnard, there have been no known breaks, leaks, or accidental releases associated with the subject pipeline in the area of the proposed school site. The 12-inch diameter municipal water distribution pipeline is an asbestos concrete pipe (ACP) with 1-inch wall thickness. According to the City of Oxnard, this pipeline undergoes routine inspection and maintenance. The potential for a compromise in the structural integrity of the subject pipelines to occur due to material deterioration is considered low to moderate.

Weld or Material Defects: The potential for weld or material defects to occur is related to the use of insufficiently qualified operators (welders) and/or defectively manufactured materials. High-volume water distribution pipelines, such as those located in proximity to the proposed school site, are designed and constructed in accordance with American Water Works Association (AWWA) standards. The potential for a compromise in the structural integrity of the subject pipelines to occur due to material defects is considered low to moderate.

Ground Movement: The potential for ground movement to occur in the area of the subject high-volume water pipeline is related to the potential for surface fault rupture, seismic shaking, liquefaction and/or landsliding. The proposed school site and the nearby pipeline segment are not located within a currently-designated Alquist-Priolo Earthquake Fault Zone; these zones are defined by the State of California, Department of Conservation, California Geological Survey (CGS) to identify areas at risk from surface fault rupture. This suggests that the potential for surface fault rupture to impact the subject pipeline in the vicinity of the proposed school site is relatively low. The project site is, however, located in a region of relatively high overall seismicity. Ground shaking from earthquakes generated along faults located in the region could result in a seismic shaking hazard in the area of the proposed school site. The California Geological Survey indicates that for a seismic event with a 10% probability of exceedance in 50 years, a peak horizontal ground acceleration (PGA) of approximately 0.50g (g=gravity) can be expected in the project area. The proposed school site and the nearby pipeline segments are located in a region considered potentially susceptible to liquefaction hazard, as identified by the California Geological Survey. Due to the flat-lying nature of the subject property, the site is not considered susceptible to slope failure or landslide hazard. Overall, the potential for a compromise in the structural integrity of the subject pipeline to occur due to ground movement is considered moderate.

4.4 Pipeline Incident Consequence Analysis

A qualitative evaluation of consequences that could result from rupture or failure of the subject pipeline is presented in this section. Two types of hazards are considered in the consequence analysis: 1) physical impact from a ruptured pipeline and 2) flooding.

Physical Impact: In the unlikely event of a catastrophic pipeline failure, fragments of the pipeline may be projected into areas surrounding the point of rupture, resulting in potential damage to structures and injuries to persons. Subterranean failure of a pipeline can saturate and erode subsurface soils, which can result in subsidence or a sinkhole and create a potential hazard to nearby structures, roads and people.

It is reasonable to assume that the most significant and potentially dangerous physical impacts associated with a catastrophic pipeline failure would occur within approximately 25 feet of the pipeline alignments. Areas most susceptible to physical impact are shown on Figure 3. The high-volume municipal water supply pipeline is located at a distance of approximately 5 feet from the northern boundary of the project site. In the event of a catastrophic pipeline failure, physical impacts could be anticipated to affect a small area in the northern portion of the educational facilities site.

Flooding: A qualitative hydraulic consequence analysis has been conducted to estimate potential impacts at the proposed educational facilities site associated with a release from the subject high-volume water pipeline. The consequence analysis incorporates simplifying assumptions that provide a conservative estimate of risk and is based on “worst-case” full diameter pipeline rupture with an instantaneous release of water.

Figure 3 shows the anticipated flow directions in the event of a release from the subject pipeline and identifies areas that could potentially be subject to inundation in the event of a catastrophic full release, based on field observations and topographic maps. The flow directions and potential inundation areas shown are based on current conditions in the project area. It should be noted that with build-out of the project site and potential development in nearby areas, natural grades could be modified, affecting the preferred flow paths of water released in the unlikely event of a pipeline rupture.

The proposed school site is located in a relatively flat area. Topographic maps indicate that the ground surface generally slopes very gently toward the southwest. In the vicinity of the project site, the northern edge of Doris Avenue is curbed; Patterson Road is not curbed. A storm drain inlet is present at the northwest corner of Doris Avenue and Patterson Road, near the northwest corner of the project site. An additional storm drain inlet is present at the northeast corner of Doris Avenue and Waverly Court, approximately 600 feet east of the project site. An unpaved drainage ditch is located along the eastern side of Patterson Road.

In the event of a release from the 12-inch diameter high-volume municipal water distribution pipeline, water would discharge as surface runoff. It is anticipated that a portion of the released water would flow westward within the partially curbed and paved road surface of Doris Avenue and southward within the paved road surface of Patterson Road. Some of the discharged water would enter the storm drain inlet along the northern side of Doris Avenue and the unpaved

drainage ditch along the eastern side of Patterson Road. Excess sheet flow would be likely to flow southwestward. Based on the close proximity of the municipal water pipeline to the project site, along with local features and topographic conditions, a release of water from this pipeline in the project area would be anticipated to result in sheet flow runoff across much of the proposed school site. Based on the flat-lying nature of the project site and surrounding areas, the depth of water would not, however, be expected to exceed 0.5 to 1.0 feet. Therefore, potential inundation at the educational facilities site is not considered to pose a significant safety hazard.

4.5 Risk Management

Risk management measures are intended to: 1) reduce the probability of occurrence of an event that could result in a pipeline failure and 2) mitigate the consequences that could result if pipeline failure were to occur due to such an event. The City of Oxnard has a number of risk management measures in place to accomplish these goals. The matrix table presented below highlights measures intended to reduce the probability of occurrence of the key events associated with potential failure of the high-volume municipal water distribution pipeline.

| Risk Management Measures | Main Causes of Pipeline Failure | | | |
|---|---------------------------------|-----------------------------|-----------------|--------------------------|
| | Third Party Dig-ins | Corrosion and Deterioration | Ground Movement | Weld or Material Defects |
| Design, construction, operation, and maintenance in accordance with AWWA standards. | | X | | X |
| Monitoring, regular maintenance and pipeline inspection. | | X | | X |
| Participation in USA. | X | | | |
| Development and maintenance of emergency response planning documents. | X | X | X | X |

According to the City of Oxnard, there have been no rupture or failure incidents related to the subject pipeline in the vicinity of the project site.

5.0 CONCLUSIONS AND RECOMMENDATIONS

The natural gas pipeline risk analysis indicates an insignificant level of annual individual risk to persons at the educational facilities site due to proximity to the subject pipeline. The estimated annual individual risk associated with the SCGC 10-inch diameter high-pressure natural gas distribution pipeline is 8.6E-10, well below the CDE threshold for new school facility sites of 1.0E-06. The population risk indicator for the site is zero for the subject high-pressure natural gas pipeline. Therefore, the high-pressure natural gas pipeline is not considered to pose an

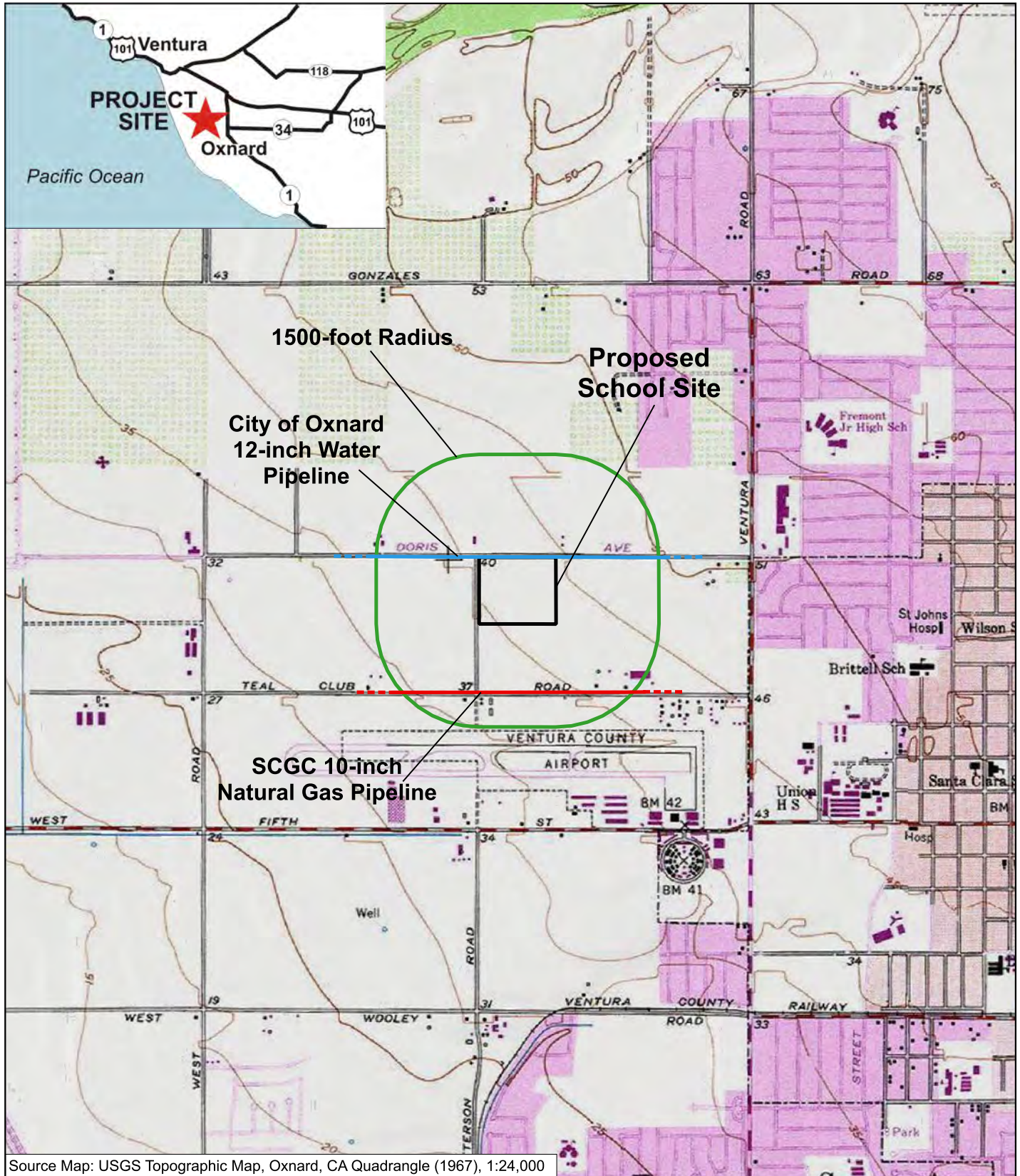
unacceptable safety hazard for school facility development at the proposed educational facilities site.

The high-volume water pipeline risk analysis indicates that in the unlikely event of failure of the City of Oxnard municipal water distribution pipeline located within the Doris Avenue right-of-way, portions of the educational facilities site could be subject to physical impact and sheet flow runoff. This east-west trending pipeline is located approximately 5 feet north of the northern boundary of the project site. Physical impacts would be greatest within approximately 25 feet of the pipeline alignment. Released water would be expected to flow across much of the project site. However, the depth of water would not be expected to exceed 0.5 to 1.0 feet and potential inundation at the project site is not, therefore, considered to pose a significant safety hazard.

J House Environmental, Inc. recommends that site development plans take the presence of the high-volume municipal water distribution pipeline into consideration with the goal of minimizing student and staff use of areas within 25 feet of the pipeline alignment. Areas in closest proximity to the high-volume water pipeline should be considered for low average occupancy level uses, such as parking lots, or designated as landscaped “buffer” areas. This would help mitigate potential physical impacts in the unlikely event of a catastrophic pipeline rupture.

To provide an added degree of risk management, J House Environmental, Inc. recommends that any emergency plan documents that are prepared for the educational facilities site identify the presence of the high-pressure natural gas pipeline and the high-volume municipal water distribution pipeline and include an emergency contact list with phone numbers to be used in the event of an incident.

FIGURES



Source Map: USGS Topographic Map, Oxnard, CA Quadrangle (1967), 1:24,000

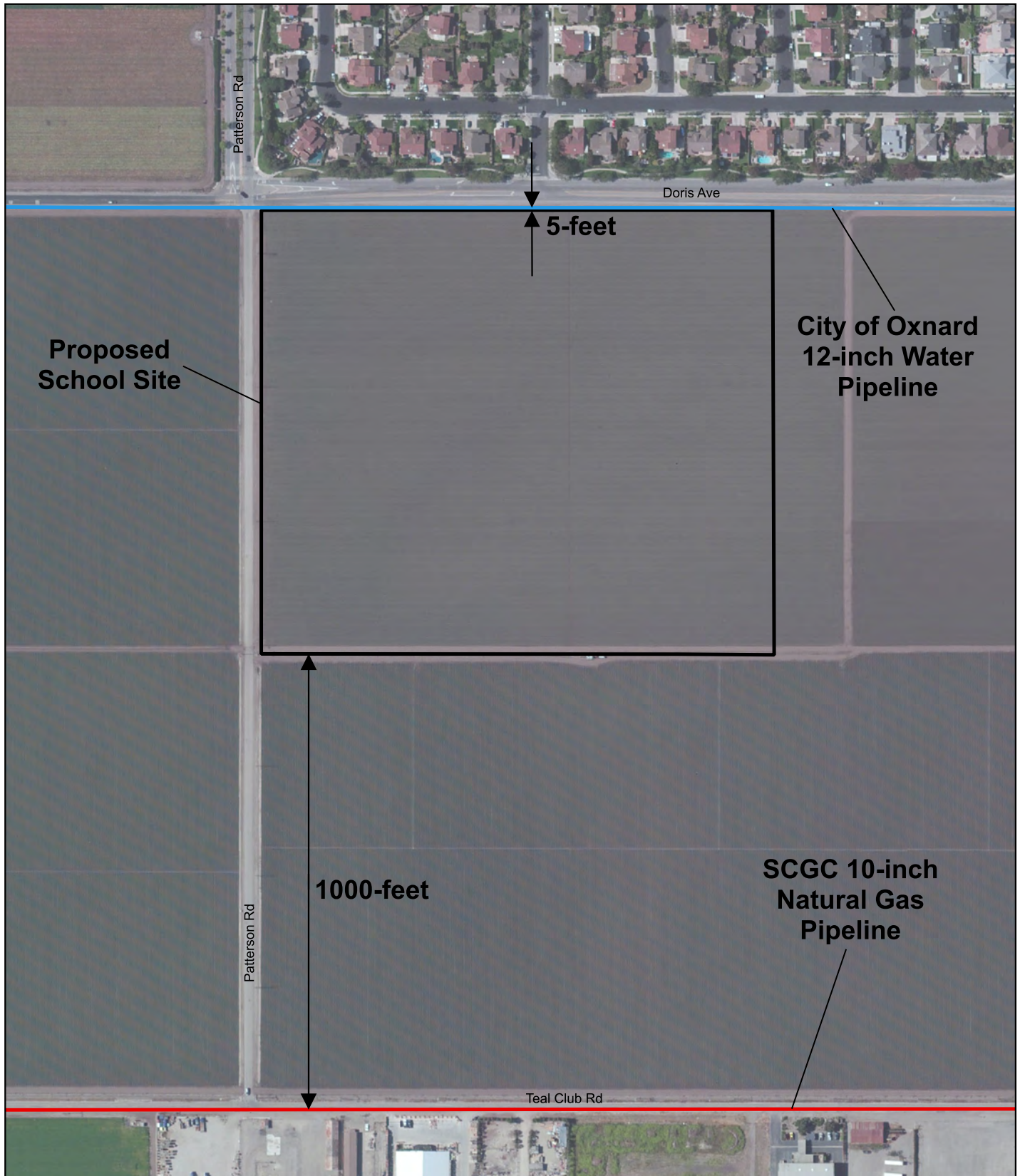
J House Environmental, Inc.
 Site Assessment ♦ Remediation ♦ Safety Risk Analysis

(530) 885-7801
 371 Nevada Street #7366 • Auburn, CA 95604

North Arrow

0 1000 2000
 Scale in Feet

Figure 1
VICINITY MAP
 Oxnard School District
 Doris Avenue/Patterson Road
 Educational Facilities Site
 Oxnard, California

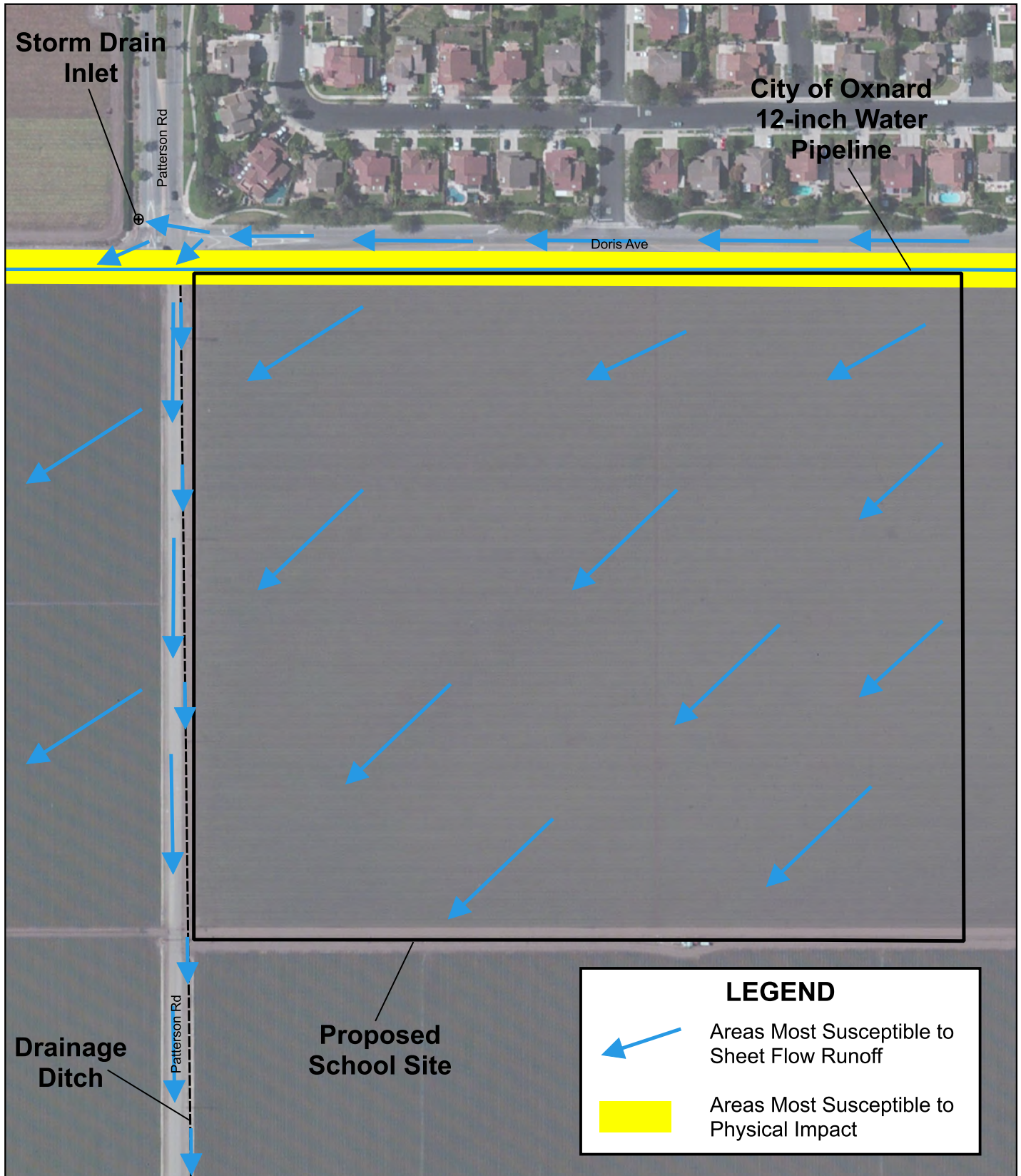


J House Environmental, Inc.
 Site Assessment ♦ Remediation ♦ Safety Risk Analysis

(530) 885-7801
 371 Nevada Street #7366 • Auburn, CA 95604

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 Scale in Feet

Figure 2
SITE MAP
 Oxnard School District
 Doris Avenue/Patterson Road
 Educational Facilities Site
 Oxnard, California



J House Environmental, Inc.
 Site Assessment ♦ Remediation ♦ Safety Risk Analysis
 (530) 885-7801
 371 Nevada Street #7366 • Auburn, CA 95604

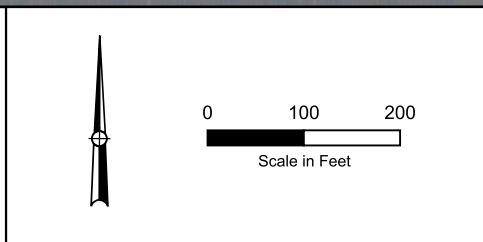


Figure 3
POTENTIAL WATER PIPELINE IMPACT AREA
 Oxnard School District
 Doris Avenue/Patterson Road
 Educational Facilities Site
 Oxnard, California

APPENDIX A

AREA RECONNAISSANCE PHOTOGRAPHS

Photographic Documentation
Doris Patterson Educational Facilities Site
Doris Avenue and Patterson Road, Oxnard CA
100-SBA-T34007.09

Photo: 1

Description:

Natural gas pipeline marker along south side of Teal Club Road, southeast of project site. View facing westward.



Photo: 2

Description:

Natural gas pipeline marker along south side of Teal Club Road, south of project site. View facing westward.



Photographic Documentation
Doris Patterson Educational Facilities Site
Doris Avenue and Patterson Road, Oxnard CA
100-SBA-T34007.09

Photo: 3

Description:

View northward along Patterson Road from approximate southwest corner of project site. North-south trending earthen ditch located east of the edge of Patterson Road.



Photo: 4

Description:

View northeastward across project site from the east side of Patterson Road, near the southwest corner of the subject property.



Photographic Documentation
Doris Patterson Educational Facilities Site
Doris Avenue and Patterson Road, Oxnard CA
100-SBA-T34007.09

Photo: 5

Description:

View east-southeastward toward the project site from the intersection of Doris Avenue and Patterson Road.



Photo: 6

Description:

Stormwater drain inlet located on Patterson Road at the intersection with Doris Avenue. View facing north-northwestward from intersection.



Photographic Documentation
Doris Patterson Educational Facilities Site
Doris Avenue and Patterson Road, Oxnard CA
100-SBA-T34007.09

Photo: 7

Description:

View east-northeastward along Doris Avenue. Project site at far right. City water line alignment at right, along south side of Doris Avenue.



Photo: 8

Description:

View southward across Doris Avenue toward the project site. East-west trending City water line alignment in center of photo, along south side of Doris Avenue.



Photographic Documentation
Doris Patterson Educational Facilities Site
Doris Avenue and Patterson Road, Oxnard CA
100-SBA-T34007.09

Photo: 9

Description:

View southwestward from north side of Doris Avenue near northeast corner of project site. East-west trending City water line alignment in center of photo, along south side of Doris Avenue.



Photo: 10

Description:

View westward along City water line alignment at south side of Doris Avenue. Project site at left.



APPENDIX B


INFORMATION PROVIDED BY SOUTHERN CALIFORNIA GAS COMPANY

QUESTIONNAIRE FOR NATURAL GAS PIPELINE RISK ANALYSIS

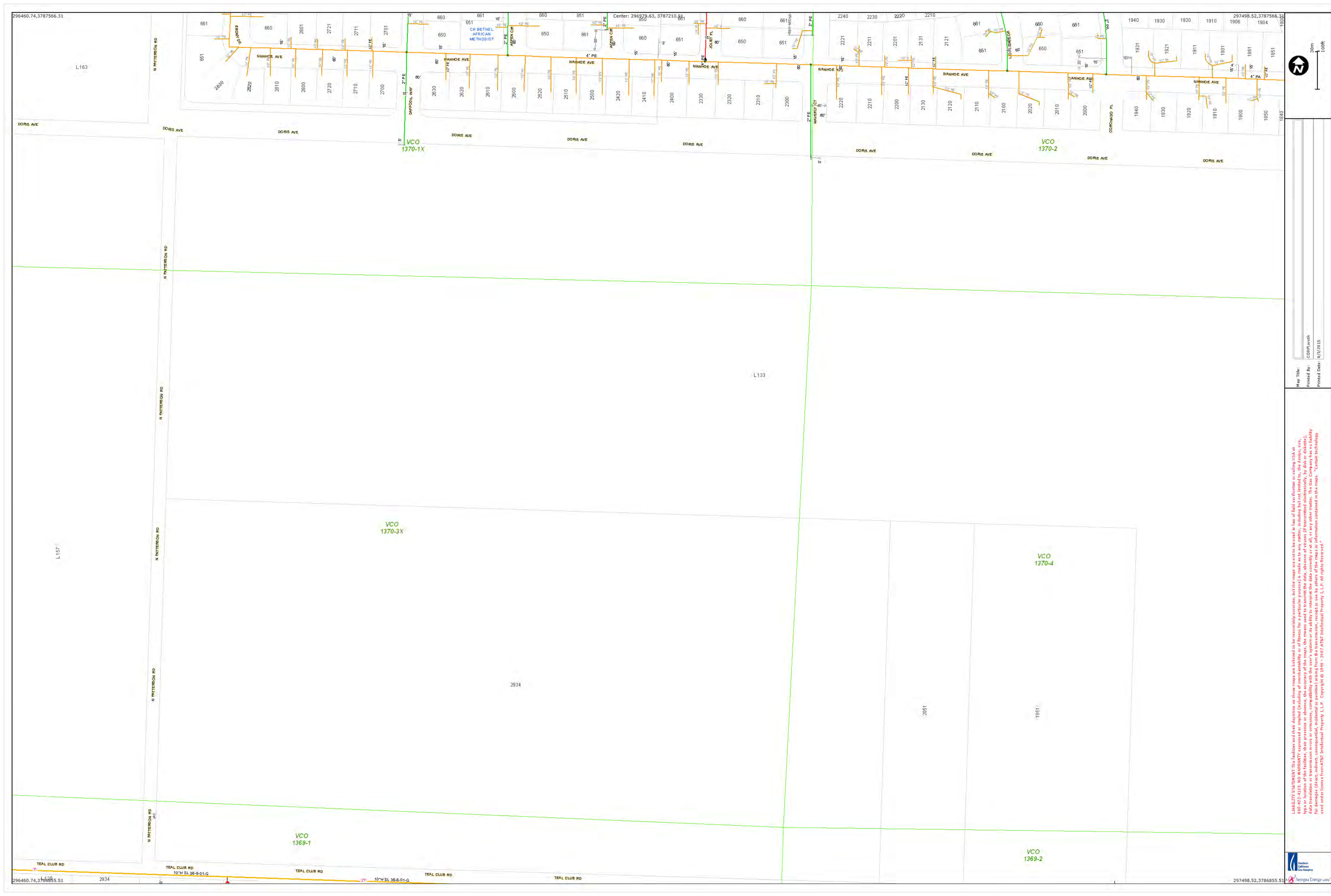
SUBJECT PROPERTY: Oxnard School District, Proposed New Academy Site
SE corner of Doris Avenue and Patterson Road
Oxnard, Ventura County, California

- 1. Pipeline Reference (identification, Line #): 36-8-01-G
1a. Type: (Distribution, Gathering or Transmission) DISTRIBUTION
- 2. Date of Installation (year): N/A
- 3. Maximum Allowable Operating Pressure (psig): N/A
3a. Normal Operating Pressure HIGH PRESSURE -> ABOVE 60 PSIG.
- 4. Diameter (inches): 10"
- 5. Construction Material/Wall Thickness: N/A
- 6. Corrosion Prevention (cathodic protection, take, etc.) N/A
- 7. % of Specified Minimum Yield Strength: N/A
- 8. Classification (Present) (1, 2, 3 or 4): N/A
- 9. Inspection/Testing Results (per CPUC, etc., method, date): N/A
- 10. History of Incidents/Accidents in Project Area: N/A
- 11. Pipeline Location Map within 1,500 feet of subject property – Please Attach Atlas Sheets

QUESTIONNAIRE COMPLETED BY:

Name: ANTHONY ROTH Signature: 
Title: PLANNING ASSOCIATE Date: 07/28/17 Phone: (818)-701-2507
Company: SO. CAL. GAS COMPANY Email: AROTH@SEMPRAUTILITIES.COM

RETURN TO: J House Environmental, 371 Nevada Street #7366, Auburn, CA 95604
Ph 530-885-7801, jhouse@jhouseenvironmental.com



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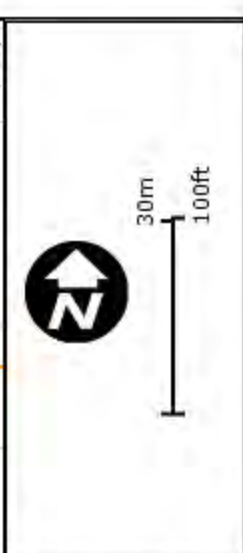
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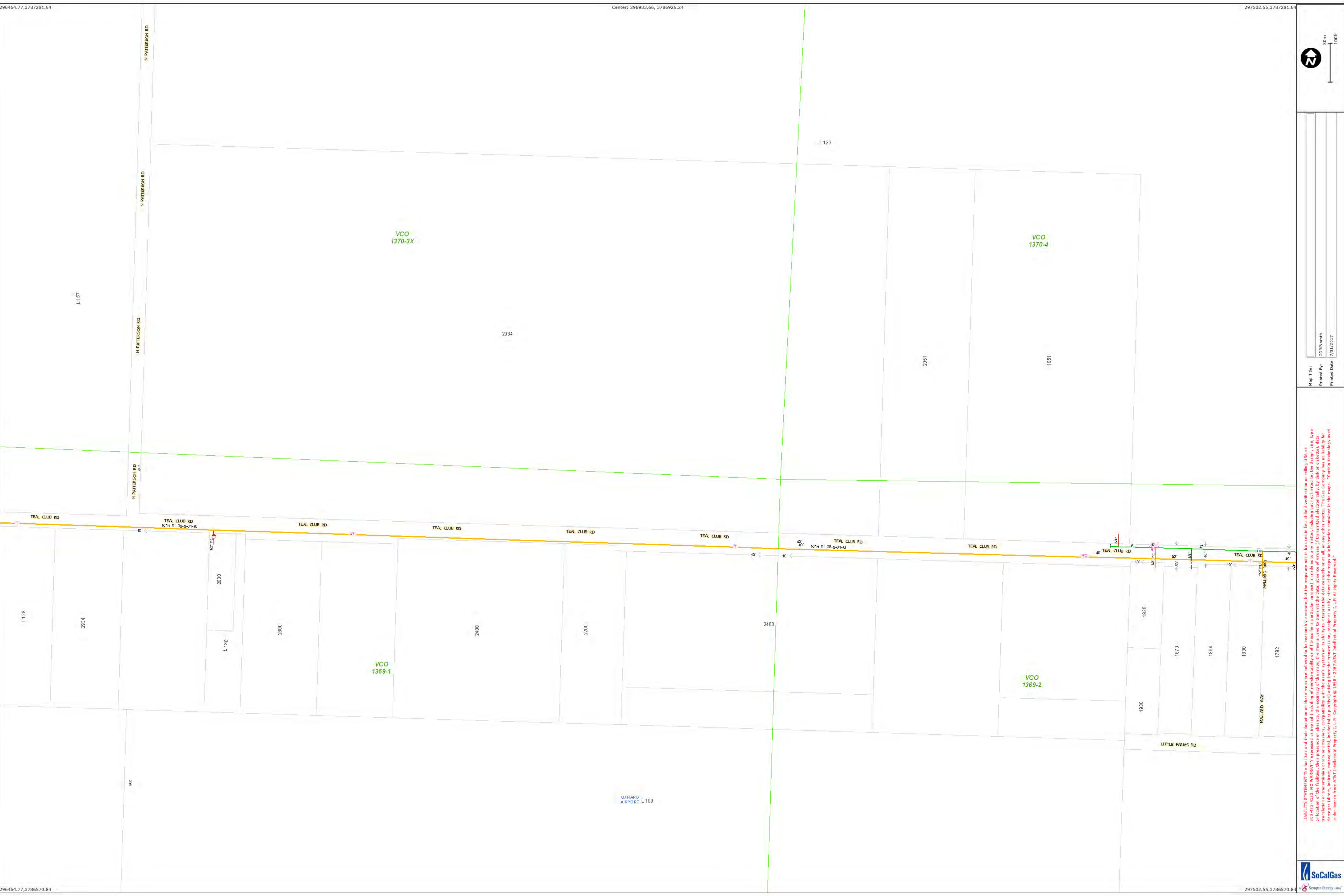
10°W SL 36-8-01-G



Map Title:
 Printed By:
 Printed Date: 11/2/2015

LIABILITY STATEMENT: The facilities and their depiction on these maps are believed to be reasonably accurate, but the maps are not to be used in lieu of field verification or calling USA at 800-427-4133. NO WARRANTY expressed or implied (including of merchantability or of fitness for a particular purpose) is made as to any matter, including but not limited to, the station, site, type or location of the facilities, their presence or absence, the accuracy of the maps, the means used to transmit the data, absence of errors (if transmitted electronically, by disk or otherwise), data translation or transmission errors or omissions, compatibility with the user's system or its ability to interpret the data correctly or at all, or any other matter. The user assumes all liability for use of the maps. Information contained in the maps is the property of AT&T Intellectual Property, L.P. Copyright © 1999 - 2007 AT&T Intellectual Property, L.P. All rights reserved.

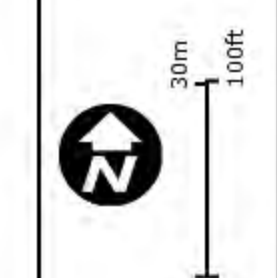




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Map Title:
 Printed By:
 Printed Date: 7/31/2017

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APPENDIX C

NATURAL GAS PIPELINE RISK ANALYSIS FORMS

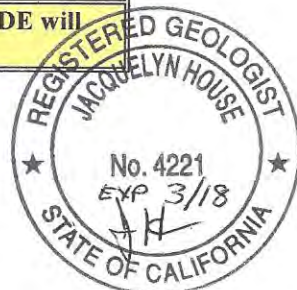
**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 1 – Administrative, Summary, and Signature Form**

| Local Educational Agency | | | | | |
|---|--|-------------|-----------|---------------|-----------|
| Date | August 9, 2017 | | | | |
| Local Educational Agency | Oxnard School District | | | | |
| Contact | | | | | |
| Telephone Number | 805-385-1501 | | | | |
| E-mail Address | | | | | |
| Street Address | 1051 South A Street | | | | |
| Department or Mail Drop | | | | | |
| City | Oxnard | | | | |
| County | Ventura | | | | |
| Zip Code | 93030 | | | | |
| Proposed School Campus Site | | | | | |
| Name | Doris Ave/Patterson Road Educational Facilities Site | | | | |
| Location Description | Located at southeast corner of Doris Ave and Patterson Road in Oxnard, Ventura County, California. | | | | |
| Pipeline of Interest | | | | | |
| Operator / Owner | Southern California Gas Company (SCGC) | | | | |
| Product Transported | Natural Gas Distribution Line #36-8-01-G | | | | |
| Pipeline Diameter (inches) | 10 | | | | |
| Operating Pressure (psig) | Estimated maximum 400 psig | | | | |
| Closest Approach to Property Line (or boundary between the usable and unusable portion of the site if the unusable portion faces the pipeline.) (ft) | 1000 ft | | | | |
| Individual Risk Estimate Result | | | | | |
| Type of Analysis (Check One) | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="background-color: #C8E6C9;">Stage 1 →</td> <td style="background-color: #FFF9C4;">Stage 2 →</td> <td style="background-color: #FFCCBC;">X</td> <td style="background-color: #FFCCBC;">Stage 3 →</td> </tr> </table> | Stage 1 → | Stage 2 → | X | Stage 3 → |
| Stage 1 → | Stage 2 → | X | Stage 3 → | | |
| Individual Risk Estimate Value | 8.6E-10 | | | | |
| Individual Risk Criterion | 1.0E-06 (0.000001) | | | | |
| IR Significance (check one) | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="background-color: #FFCCBC;">Significant</td> <td></td> </tr> <tr> <td style="background-color: #C8E6C9;">Insignificant</td> <td style="text-align: center;">X</td> </tr> </table> | Significant | | Insignificant | X |
| Significant | | | | | |
| Insignificant | X | | | | |

(Continued on next page)

**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 1 – Administrative, Summary, and Signature Form**
(Continued from previous page)

| Population Risk Indicator Result | |
|---|---------------------|
| Protocol Average IR | 4.5E-10 |
| IR Indicator (Average IR / Property Line IR Ratio) | 0.53 |
| Population Risk Indicator | 0 |
| Prevention and Mitigation Recommendations/Implementations <i>(Add additional sheets with more details as needed.)</i> | |
| Prevention Measures: | |
| Pipeline is operated in accordance with State and Federal regulations designed to prevent accidental release and ensure public health and safety. Periodic inspection and testing help ensure pipeline integrity. | |
| Mitigation Measures: | |
| It is suggested that any emergency plan documents prepared for the project site identify the presence of the pipeline and include an emergency contact list with phone numbers to be used in the event of an incident. | |
| Conclusions/Other Suggestions/Recommendations <i>(Add more sheets, if needed.)</i> | |
| The risk analysis indicates that the estimated level of individual risk at the property boundary closest to the pipeline is 8.6E-10, well below the CDE threshold criteria of 1.0E-06. The population risk indicator for the site is zero. Risks associated with school facility development in proximity to the subject pipeline are not considered significant. However, to provide an added degree of risk management, it is suggested that any emergency plan documents prepared for the project site identify the presence of the pipeline and include an emergency contact list to be used in the event of an incident. | |
| Certification and Signatures of Risk Analyst(s) | |
| <i>This analysis was conducted according to the 2007 CDE Protocol except as noted. All modifications within the Stage 2 framework, and Stage 3 analyses and exceptions to the data and processes established in the 2007 CDE Protocol, if any, were based upon my professional opinion and in a manner consistent with the standards of care and skill ordinarily exercised by professionals working on similar projects.</i> | |
| <i>I certify that the estimated risk levels were derived based upon the 2007 CDE Protocol, unless otherwise noted, and that these levels demonstrate, within reasonable expectations of uncertainties for such estimates, that the estimated Individual Risk for the school site, as the site was planned at the time of this analysis, including mitigation measures, if any, meets the Individual Risk Criterion stated in the 2007 CDE Protocol, based on the information provided to me.</i> | |
| Printed Name | Signature |
| Jackie House | <i>Jackie House</i> |
| Position or Title | |
| Principal Geologist | |
| Notice: In the event that the Individual Risk Criterion could not be met, at the option of the LEA, CDE will still accept a report for review and consultation with the LEA. | |



**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 2 - Pipeline Risk Analysis Input Data**

| | | |
|--|----------------------------|--------------------|
| Date: August 9, 2017 | | |
| Local Educational Agency: Oxnard School District | | |
| Proposed School Site Name: Educational Facilities Site | | |
| Proposed School Estimated Population: 2139 (1900 students; 126 school staff; 113 administrative staff) | | |
| Product | <i>Designate by an "X"</i> | |
| Natural gas (NG) | X | |
| Crude oil | | |
| Gasoline | | |
| Liquefied natural gas (LNG) | | |
| Liquefied petroleum gas (LPG) | | |
| Natural gas liquids (NGL) | | |
| Other refined product (specify) | | |
| Other substance (specify) | | |
| Pipeline Location Attributes | Units | Value |
| Segment length | Ft | 3150 |
| Closest approach to property line | Ft | 1000 |
| Closest approach to usable portion of the school site | ft | 1000 |
| Land use by class location (49 CFR Part 192) | Class | Info not available |
| Pipeline Attributes | | |
| Diameter | inches | 10 |
| Maximum operating pressure | psig | Estimated at 400 |
| Average operating pressure | psig | Info not available |
| Depth of burial | ft | Info not available |
| Distance to nearest compressor (gas) or pump station (liquid) | miles | Info not available |
| Throughput | | |
| <i>Liquid</i> (enter value, meter, etc.) | gpm | |
| Nearest block valve locations, upstream and downstream of segment of concern | | Info not available |
| Above ground components within 1500-ft zone | | Info not available |
| <i>Number</i> | | |
| <i>Type</i> | | |
| Pipeline location on terrain gradient relative to school (Designate with an "X" by appropriate description) | | |
| <i>Flat</i> | | X |
| <i>Up gradient</i> | | |
| <i>Down gradient</i> | | |
| <i>"Convolutud"</i> | | |

**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 3 - Standard Protocol Calculation Summary**

| Release Probability Calculations | | Variable | Value | Data Source if Different from Protocol |
|---|---|-------------------------|---------|---|
| Basic Data Input | | | | |
| | Baseline frequency per pipeline mile | F0, releases/ mile-year | 4.6E-05 | Historical or default release frequency from Table 4-3 or Appendix B. |
| | Segment length within 1500-ft buffer | SEG, Miles | 0.60 | Determine from site maps, GIS, or other sources |
| | Nearest property line distance | R0, ft | 1000 | Determine from maps |
| | Receptor location distance, if different than nearest property line | R(i), ft | | Determine from maps |
| | Base release probability | P0 | 4.6E-05 | $P0 = 1 - e^{(-F0 \times t)}$ |
| | Probability adjustment factor | PAF | 1 | Default value selected by analyst |
| | Adjusted base probability | PA | 4.6E-05 | $PA = P0 \times PAF$ |
| Special Seismic Considerations | | | | |
| Please summarize and/or list below any adjustments made to the Protocol base risk analysis estimates and the special seismic conditions and studies upon which these adjustments were based. If adjustments were based upon special seismic conditions, the signature(s) and titles of those professionals involved are required. Attach additional pages if needed. | | | | |
| NONE | | | | |
| Signatures for Above, If Needed | | | | |
| Printed Name | | Signature | | Title |
| | | | | |
| Protocol Basis Scenario Probabilities | | | | |
| | <i>XSEG length, leak, ft:</i> | | | |
| | Leak jet or pool fire | 0 | | |
| | Leak flash fire | 0 | | |
| | Leak gas or vapor explosion | 0 | | |

(Continued on next page.)

| | | | | |
|---|---------------------------------|---------|---|--|
| Individual XSEG failure and release probabilities, leak, PA(LX): | | | | |
| | Leak jet or pool fire | | 0 | |
| | Leak flash fire | | 0 | |
| | Leak gas or vapor explosion | | 0 | |
| XSEG length, rupture, ft: | | | | |
| | Rupture jet or pool fire | | 0 | |
| | Rupture flash fire | | 2774 | |
| | Rupture gas or vapor explosion | | 0 | |
| Individual XSEG failure and release probabilities, rupture, PA(RX): | | | | |
| | Rupture jet or pool fire | | 0 | |
| | Rupture flash fire | | 2.4E-05 | |
| | Rupture gas or vapor explosion | | 0 | |
| Insert Protocol default values or exceptions to the Protocol default values: | | | (If values other than Protocol default values were used, indicate the value in the appropriate cell and indicate the data source.) | |
| | Probability of leak | PC(L) | 0.8 | Default: 0.8 |
| | Probability of rupture | PC(R) | 0.2 | Default: 0.2 |
| | Probability of leak ignition | PC(LIG) | 0.3 | Default: gas 0.3 (FEMA 1989); gasoline, 0,09; liquids other than gasoline (e.g., crude oil): 0.03 |
| | Probability of rupture ignition | PC(RIG) | 0.45 | Default: gas 0.45 (FEMA 1989); gasoline: 0.09; liquids other than gasoline (e.g., crude oil): 0.03 |

(Continued on next page)

California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 3 - Standard Protocol Calculation Summary
(Continued from previous page)

| | Release Probability Calculations | Variable | Value | Data Source if Different from Protocol |
|---|---|----------|----------------|---|
| Insert Protocol default values or exceptions to the Protocol default values: | | | | (If value other than default used, indicate value in appropriate column and indicate data source.) |
| | Probability of fire on ignition | PC(FIG) | 0.99 | Default: gas 0.99 (FEMA 1989); liquid 0.95 |
| | Probability of explosion on ignition | PC(EIG) | 0.01 | Default: gas 0.01; liquid 0.05 |
| | Probability of flash fire | PC(FF) | 0.01 | Default: gas 0.01; liquid 0.05 |
| | Probability of jet fire (gas pipelines) or pool fire (liquid pipelines) | PC(JF) | 0.98 | Default: gas = 0.98; liquid = 0.95 |
| | Probability of occupancy | PC(OCC) | 0.16 | Default: 180 days per year, 8 hrs per day. |
| | Probability of outdoor exposure | PC(OUT) | 0.25 | Default: 2 hr outdoors during an 8-hour day onsite. |
| | Probability of leak jet/pool fire impact | PCI(LJF) | 0.233 | |
| | Probability of rupture jet/pool fire impact | PCI(RJF) | 0.087 | |
| | Probability of leak flash fire impact | PCI(LFF) | 0.002 | |
| | Probability of rupture flash fire impact | PCI(RFF) | 0.001 | |
| | Probability of leak explosion impact | PCI(LEX) | 0.002 | |
| | Probability of rupture explosion impact | PCI(REX) | 0.001 | |
| Individual Risk Summary | | | | |
| | Leak jet fire IR | IR(LJF) | 0 | |
| | Rupture jet fire IR | IR(RJF) | 0 | |
| | Leak flash fire IR | IR(LFF) | 0 | |
| | Rupture flash fire IR | IR(RFF) | 8.6E-10 | |
| | Leak explosion IR | IR(LEX) | 0 | |
| | Rupture explosion IR | IR(REX) | 0 | |
| Total IR and IRC | | | | |
| | Total Individual Risk | | 8.6E-10 | |
| | CDE Individual Risk Criterion | | 1.0E-06 | |
| Check shaded boxes as follows: | | | | |
| | If TIF / IRC > 1.0 | | | “Significant” |
| | If TIF / IRC <=1.0 | | X | “Insignificant” |
| IR and Population Risk Indicators | | | | |
| | IR Indicator | | 0.53 | |
| | Population Risk Indicator | | 0 | |

California Department of Education

**PIPELINE RISK ANALYSIS PROTOCOL
TOTAL INDIVIDUAL RISK (TIR) ESTIMATING AID**

**To be used in conjunction with
the CDE Guidance Protocol for School
Site Pipeline Risk Analysis**

March 2007

CDE provides this template for the convenience of Protocol users as a template. It is the responsibility of the user to ensure that calculations match and are appropriate for the risk analysis being conducted for a particular case. While both CDE and its contractor have sought to make this spreadsheet free of errors there is no expressed or implied warranty to that it is so.

General Instructions

1. This spreadsheet can be used in conjunction with the Protocol to estimate the individual risk. It is set up in simple form with direct data entry for a given case in designated cells. Other cells contain the calculations and default data that would only be changed if alternative sources of data eventually replace those used as the standard Protocol values.
2. The spreadsheet contains several individual worksheets in addition to these instructions:
3. Variable List identifies the names of the variables used. It matches the names used in the protocol document.
4. XSEG Calculations calculates the individual hazard segment lengths.
5. TIR1 calculates the IR for the closest of four locations along the centerline of the impacts from a release from the hazard source point on the pipeline. This is the location that corresponds to the property line location closest to the pipeline. It is the receptor location currently designated by CDE as the location for calculating the IR value that is compared with the CDE IR Criterion.
6. TIR2, TIR3, TIR4, are for calculating alternative receptor locations used along with the TIR1 in the TIR Index and Population Indicator calculations described in Chapter 4 of the Protocol.
7. Instructions for each of the worksheets are provided in the worksheets.

| XSEG Calculations | | | | | | | | | | | | | | |
|---|---------------|-----------------|---|-------------|-------------|---------------------|-------------|-------------|---------------------|-------------|-------------|---------------------------------------|-------------|-------------|
| Pipe Size, Pressure, and Hazard Type | | | Front Property Line - Begin Zone 1 | | | Begin Zone 2 | | | Begin Zone 3 | | | End Zone 3 -Back Property Line | | |
| Pipe Size | Press. | Hazard X | RX (1%) | R0 | XSEG | RX (1%) | R0 | XSEG | RX (1%) | R0 | XSEG | RX (1%) | R0 | XSEG |
| (in) | (psig) | | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) | (ft) |
| 10.00 | 400 | LJF | 33 | 1000 | 0 | 33 | 1325 | 0 | 33 | 1650 | 0 | 33 | 1970 | 0 |
| 10.00 | 400 | RJF | 177 | 1000 | 0 | 177 | 1325 | 0 | 177 | 1650 | 0 | 177 | 1970 | 0 |
| 10.00 | 400 | LFF | 110 | 1000 | 0 | 110 | 1325 | 0 | 110 | 1650 | 0 | 110 | 1970 | 0 |
| 10.00 | 400 | RFF | 1710 | 1000 | 2774 | 1710 | 1325 | 2162 | 1710 | 1650 | 898 | 1710 | 1970 | 0 |
| 10.00 | 400 | LEX | 0 | 1000 | 0 | 0 | 1325 | 0 | 0 | 1650 | 0 | 0 | 1970 | 0 |
| 10.00 | 400 | REX | 0 | 1000 | 0 | 0 | 1325 | 0 | 0 | 1650 | 0 | 0 | 1970 | 0 |

Green cells indicate where input data are entered for the case being analyzed.

The numbers shown apply for a the specific example illustrated. Substitute the appropriate values for the actual number being analyzed.

The Pipe Size is the pipe diameter in inches. The Pressure is the operating pressure in pounds per square inch gage (psig).

Hazard acronyms are defined in the Protocol.

The 1% mortality (0.01) probability impact distance RX for each hazard is obtained from the appropriate hazard figure in the Protocol, Chapter 4.

R0 is the receptor distance being analyzed and is explained in the Protocol, Chapter 4.

XSEG is as described in the Protocol, Chapter 4.

Zones 1, 2, and 3 are defined in the Protocol, Chapter 4 for use in the TIR calculations. If more than three zones are used, as explained in the Protocol, Section 4, more worksheets of the same type as shown can be added.

VARIABLES LIST

| | DATA SOURCE or DEFAULT VALUE |
|---|------------------------------|
| Input Data | |
| Product | Phase I EA, etc. |
| Diameter | Phase I EA, etc. |
| Pressure | Phase I EA, etc. |
| R0 | Site Map or Field Data |
| XSEG(LJF) | Protocol Calculation |
| XSEG(RJF) | Protocol Calculation |
| XSEG(LFF) | Protocol Calculation |
| XSEG(RFF) | Protocol Calculation |
| XSEG(LEX) | Protocol Calculation |
| XSEG(REX) | Protocol Calculation |
| Base and Conditional Probability Calculations Data | |
| Base Probabilities | |
| F0 | Protocol Table |
| P0 | Protocol Table |
| PAF | User data |
| PA | Protocol Calculation |
| P(FF) | Protocol Calculation |
| P(JF) | Protocol Calculation |
| P(EX) | Protocol Calculation |
| Leak Conditional Probabilities | |
| PC(L) | 0.8 |
| PC(LIG) | 0.3 |
| PC(FIG) | 0.99 |
| PC(JF) | 0.98 |
| PC(FF) | 0.01 |
| PC(EIG) | 0.01 |
| Rupture Conditional Probabilities | |
| PC(R) | 0.2 |
| PC(RIG) | 0.45 |
| PC(FIG) | 0.99 |
| PC(JF) | 0.98 |
| PC(FF) | 0.01 |
| PC(EIG) | 0.01 |
| Conditional Probability of Impacts | |
| PCI(LJF) | Protocol Calculation |
| PCI(RJF) | Protocol Calculation |
| PCI(LFF) | Protocol Calculation |
| PCI(RFF) | Protocol Calculation |
| PCI(LEX) | Protocol Calculation |
| PCI(REX) | Protocol Calculation |
| Maximum Fatality Probability for XSEG | |
| PF(LJF) | Protocol Calculation |
| PF(RJF) | Protocol Calculation |
| PF(LFF) | Protocol Calculation |
| PF(RFF) | Protocol Calculation |
| PF(LEX) | Protocol Calculation |
| PF(REX) | Protocol Calculation |

TIR CALCULATIONS - BEGIN ZONE 1 - FRONT PROPERTY LINE

Green cells indicate data entry cells.

| Input Data | | |
|------------|-------------|--------|
| Product | natural gas | |
| Diameter | 10 | inches |
| Pressure | 400 | psig |
| R0 | 1000 | ft |

| XSEG | RX(1%) | Units |
|-----------|--------|-------|
| XSEG(LJF) | 0 | ft |
| XSEG(RJF) | 0 | ft |
| XSEG(LFF) | 0 | ft |
| XSEG(RFF) | 2774 | ft |
| XSEG(LEX) | 0 | ft |
| XSEG(REX) | 0 | ft |

1. These instruction boxes apply to Worksheets TIR1, 2, 3, and 4.
2. Enter the Input Data indicated for the case under analysis.
3. Enter the XSEG values from Worksheet "XSEG Calculations".
4. In the table below enter the F0 data for the appropriate type of pipeline from the failure frequency data in the Protocol, Chapter 4.
5. Enter a value for the other green cell variables as explained in Chapter 4.

| Base and Conditional Probability Calculations | | | | | | | |
|---|---------|----------|-------|----------|-------|----------|------|
| | Base | Leak | | Rupture | | Exposure | |
| F0 | 4.6E-05 | PC(L) | 0.8 | PC(R) | 0.2 | PC(OCC) | 0.16 |
| P0 | 4.6E-05 | PC(LIG) | 0.3 | PC(RIG) | 0.45 | PC(OUT) | 0.25 |
| PAF | 1.0 | PC(FIG) | 0.99 | PC(FIG) | 0.99 | | |
| PA | 4.6E-05 | PC(JF) | 0.98 | PC(JF) | 0.98 | | |
| | | PC(FF) | 0.01 | PC(FF) | 0.01 | | |
| | | PC(EIG) | 0.01 | PC(EIG) | 0.01 | | |
| Calculated Values: | | | | | | | |
| PA(LJF) | 0.0E+00 | PCI(LJF) | 0.233 | PCI(RJF) | 0.087 | | |
| PA(RJF) | 0.0E+00 | PCI(LFF) | 0.002 | PCI(RFF) | 0.001 | | |
| PA(LFF) | 0.0E+00 | PCI(LEX) | 0.002 | PCI(REX) | 0.001 | PC(EXPO) | 0.04 |
| PA(RFF) | 2.4E-05 | | | | | | |
| PA(LEX) | 0.0E+00 | | | | | | |
| PA(REX) | 0.0E+00 | | | | | | |

| Impact Probability Calculations | | | | | | | |
|---------------------------------|-----------|------------|------------|---------|-------|-------|---------|
| Probability Term | | | | Values | | | |
| PC(LJF) = | PA(LJF) x | PCI(LJF) x | PC(EXPO) = | 0.0E+00 | 0.23 | 0.040 | 0.0E+00 |
| PC(RJF) = | PA(RJF) x | PCI(RJF) x | PC(EXPO) = | 0.0E+00 | 0.09 | 0.040 | 0.0E+00 |
| PC(LFF) = | PA(LFF) x | PCI(LFF) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(RFF) = | PA(RFF) x | PCI(RFF) x | PC(EXPO) = | 2.4E-05 | 0.001 | 0.040 | 8.6E-10 |
| PC(LEX) = | PA(LEX) x | PCI(LEX) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(REX) = | PA(REX) x | PCI(REX) x | PC(EXPO) = | 0.0E+00 | 0.001 | 0.040 | 0.0E+00 |

Based on data from impact distance figures in Section 4.6 and mortality figures in Section 4.5, enter the maximum impact probability at receptor location for each hazard in MAX PF(X) column.

| IR Calculation | | | | |
|------------------------------------|-----------|--|---------|----------|
| | MAX PF(X) | | PC(X) | IR(X) |
| IR(LJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RJF) = | 0.00 | | 0.0E+00 | 0.00E+00 |
| IR(LFF) = | 0.00 | | 0.0E+00 | 0.00E+00 |
| IR(RFF) = | 1.00 | | 8.6E-10 | 8.61E-10 |
| IR(LEX) = | 0.00 | | 0.0E+00 | 0.00E+00 |
| IR(REX) = | 0.00 | | 0.0E+00 | 0.00E+00 |
| TOTAL INDIVIDUAL RISK, TIR | | | | 8.6E-10 |
| CDE INDIVIDUAL RISK CRITERION, IRC | | | | 1.0E-06 |
| TIR/IRC RATIO | | | | 0.00 |
| PROTOCOL TIR INDICATOR RATIO | | | | 0.53 |

6. Enter the maximum fatality probability that corresponds to the maximum impact for each hazard type according to the Protocol, Chapter 4.

TIR CALCULATIONS - END ZONE 1 - BEGIN ZONE 2

Green cells indicate data entry cells.

| Input Data | | |
|------------|-------------|--------|
| Product | natural gas | |
| Diameter | 10 | inches |
| Pressure | 400 | psig |
| R0 | 1325 | ft |

| XSEG | RX(1%) | Units |
|-----------|--------|-------|
| XSEG(LJF) | 0 | ft |
| XSEG(RJF) | 0 | ft |
| XSEG(LFF) | 0 | ft |
| XSEG(RFF) | 2162 | ft |
| XSEG(LEX) | 0 | ft |
| XSEG(REX) | 0 | ft |

| Base and Conditional Probability Calculations | | | | | | | |
|---|---------|----------|---------|----------|----------|----------|------|
| | Base | Leak | Rupture | | Exposure | | |
| F0 | 4.6E-05 | PC(L) | 0.8 | PC(R) | 0.2 | PC(OCC) | 0.16 |
| P0 | 4.6E-05 | PC(LIG) | 0.3 | PC(RIG) | 0.45 | PC(OUT) | 0.25 |
| PAF | 1.0 | PC(FIG) | 0.99 | PC(FIG) | 0.99 | | |
| PA | 4.6E-05 | PC(JF) | 0.98 | PC(JF) | 0.98 | | |
| | | PC(FF) | 0.01 | PC(FF) | 0.01 | | |
| | | PC(EIG) | 0.01 | PC(EIG) | 0.01 | | |
| PA(LJF) | 0.0E+00 | PCI(LJF) | 0.233 | PCI(RJF) | 0.087 | | |
| PA(RJF) | 0.0E+00 | PCI(LFF) | 0.002 | PCI(RFF) | 0.001 | | |
| PA(LFF) | 0.0E+00 | PCI(LEX) | 0.002 | PCI(REX) | 0.001 | PC(EXPO) | 0.04 |
| PA(RFF) | 1.9E-05 | | | | | | |
| PA(LEX) | 0.0E+00 | | | | | | |
| PA(REX) | 0.0E+00 | | | | | | |

| Impact Probability Calculations | | | | | | | |
|---------------------------------|-----------|------------|------------|---------|-------|-------|---------|
| Probability Term | | | | Values | | | |
| PC(LJF) = | PA(LJF) x | PCI(LJF) x | PC(EXPO) = | 0.0E+00 | 0.23 | 0.040 | 0.0E+00 |
| PC(RJF) = | PA(RJF) x | PCI(RJF) x | PC(EXPO) = | 0.0E+00 | 0.09 | 0.040 | 0.0E+00 |
| PC(LFF) = | PA(LFF) x | PCI(LFF) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(RFF) = | PA(RFF) x | PCI(RFF) x | PC(EXPO) = | 1.9E-05 | 0.001 | 0.040 | 6.7E-10 |
| PC(LEX) = | PA(LEX) x | PCI(LEX) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(REX) = | PA(REX) x | PCI(REX) x | PC(EXPO) = | 0.0E+00 | 0.001 | 0.040 | 0.0E+00 |

Based on data from impact distance figures in Section 4.6 and mortality figures in Section 4.5, enter the maximum impact probability at receptor location for each hazard in MAX PF(X) column.

| IR Calculation | | | | |
|----------------|-----------|--|---------|---------|
| | MAX PF(X) | | PC(X) | IR(X) |
| IR(LJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(LFF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RFF) = | 1.00 | | 6.7E-10 | 6.7E-10 |
| IR(LEX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(REX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| TIR2 = | | | | 6.7E-10 |

TIR CALCULATIONS - END ZONE 2 - BEGIN ZONE 3

Green cells indicate data entry cells.

| Input Data | | |
|------------|-------------|--------|
| Product | natural gas | |
| Diameter | 10 | inches |
| Pressure | 400 | psig |
| R0 | 1650 | ft |

| XSEG | RX(1%) | Units |
|-----------|--------|-------|
| XSEG(LJF) | 0 | ft |
| XSEG(RJF) | 0 | ft |
| XSEG(LFF) | 0 | ft |
| XSEG(RFF) | 898 | ft |
| XSEG(LEX) | 0 | ft |
| XSEG(REX) | 0 | ft |

| Base and Conditional Probability Calculations | | | | | | | |
|---|---------|----------|-------|----------|-------|----------|------|
| Base | | Leak | | Rupture | | Exposure | |
| F0 | 4.6E-05 | PC(L) | 0.8 | PC(R) | 0.2 | PC(OCC) | 0.16 |
| P0 | 4.6E-05 | PC(LIG) | 0.3 | PC(RIG) | 0.45 | PC(OUT) | 0.25 |
| PAF | 1.0 | PC(FIG) | 0.99 | PC(FIG) | 0.99 | | |
| PA | 4.6E-05 | PC(JF) | 0.98 | PC(JF) | 0.98 | | |
| | | PC(FF) | 0.01 | PC(FF) | 0.01 | | |
| | | PC(EIG) | 0.01 | PC(EIG) | 0.01 | | |
| PA(LJF) | 0.0E+00 | PCI(LJF) | 0.233 | PCI(RJF) | 0.087 | | |
| PA(RJF) | 0.0E+00 | PCI(LFF) | 0.002 | PCI(RFF) | 0.001 | | |
| PA(LFF) | 0.0E+00 | PCI(LEX) | 0.002 | PCI(REX) | 0.001 | PC(EXPO) | 0.04 |
| PA(RFF) | 7.8E-06 | | | | | | |
| PA(LEX) | 0.0E+00 | | | | | | |
| PA(REX) | 0.0E+00 | | | | | | |

| Impact Probability Calculations | | | | | | | |
|---------------------------------|-----------|------------|------------|---------|-------|-------|---------|
| Probability Term | | | | Values | | | |
| PC(LJF) = | PA(LJF) x | PCI(LJF) x | PC(EXPO) = | 0.0E+00 | 0.23 | 0.040 | 0.0E+00 |
| PC(RJF) = | PA(RJF) x | PCI(RJF) x | PC(EXPO) = | 0.0E+00 | 0.09 | 0.040 | 0.0E+00 |
| PC(LFF) = | PA(LFF) x | PCI(LFF) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(RFF) = | PA(RFF) x | PCI(RFF) x | PC(EXPO) = | 7.8E-06 | 0.001 | 0.040 | 2.8E-10 |
| PC(LEX) = | PA(LEX) x | PCI(LEX) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(REX) = | PA(REX) x | PCI(REX) x | PC(EXPO) = | 0.0E+00 | 0.001 | 0.040 | 0.0E+00 |

Based on data from impact distance figures in Section 4.6 and mortality figures in Section 4.5, enter the maximum impact probability at receptor location for each hazard in MAX PF(X) column.

| IR Calculation | | | | |
|----------------|-----------|--|---------|---------|
| | MAX PF(X) | | PC(X) | IR(X) |
| IR(LJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(LFF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RFF) = | 1.00 | | 2.8E-10 | 2.8E-10 |
| IR(LEX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(REX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| TIR3 = | | | | 2.8E-10 |

TIR CALCULATIONS - END ZONE 3 - BACK PROPERTY LINE

Green cells indicate data entry cells.

| Input Data | | |
|------------|-------------|--------|
| Product | natural gas | |
| Diameter | 10 | inches |
| Pressure | 400 | psig |
| R0 | 1970 | ft |

| XSEG | RX(1%) | Units |
|-----------|--------|-------|
| XSEG(LJF) | 0 | ft |
| XSEG(RJF) | 0 | ft |
| XSEG(LFF) | 0 | ft |
| XSEG(RFF) | 0 | ft |
| XSEG(LEX) | 0 | ft |
| XSEG(REX) | 0 | ft |

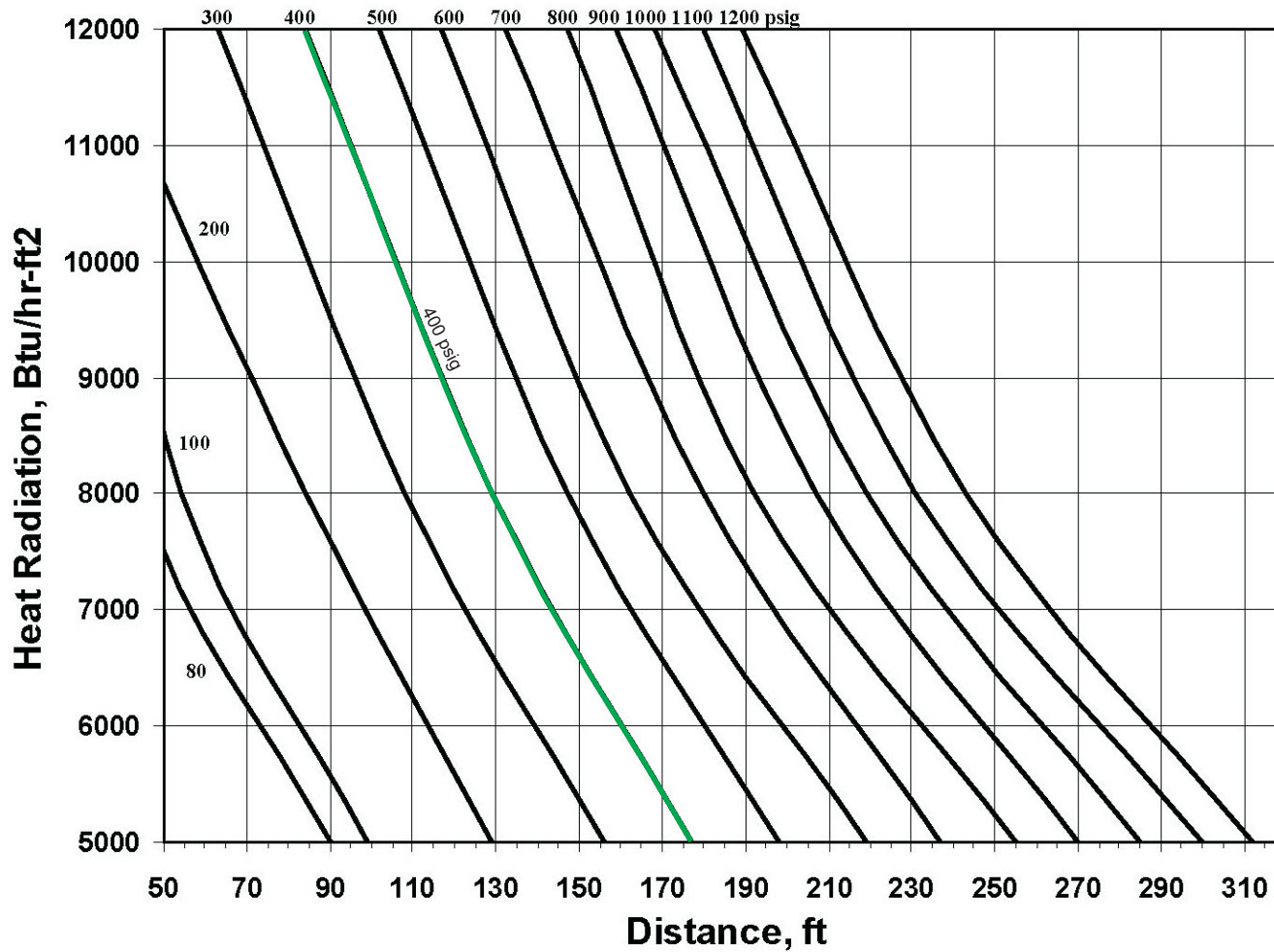
| Base and Conditional Probability Calculations | | | | | | | |
|---|---------|----------|---------|----------|----------|----------|------|
| | Base | Leak | Rupture | | Exposure | | |
| F0 | 4.6E-05 | PC(L) | 0.8 | PC(R) | 0.2 | PC(OCC) | 0.16 |
| P0 | 4.6E-05 | PC(LIG) | 0.3 | PC(RIG) | 0.45 | PC(OUT) | 0.25 |
| PAF | 1.0 | PC(FIG) | 0.99 | PC(FIG) | 0.99 | | |
| PA | 4.6E-05 | PC(JF) | 0.98 | PC(JF) | 0.98 | | |
| | | PC(FF) | 0.01 | PC(FF) | 0.01 | | |
| | | PC(EIG) | 0.01 | PC(EIG) | 0.01 | | |
| PA(LJF) | 0.0E+00 | PCI(LJF) | 0.233 | PCI(RJF) | 0.087 | | |
| PA(RJF) | 0.0E+00 | PCI(LFF) | 0.002 | PCI(RFF) | 0.001 | | |
| PA(LFF) | 0.0E+00 | PCI(LEX) | 0.002 | PCI(REX) | 0.001 | PC(EXPO) | 0.04 |
| PA(RFF) | 0.0E+00 | | | | | | |
| PA(LEX) | 0.0E+00 | | | | | | |
| PA(REX) | 0.0E+00 | | | | | | |

| Impact Probability Calculations | | | | | | | |
|---------------------------------|-----------|------------|------------|---------|-------|-------|---------|
| Probability Term | | | | Values | | | |
| PC(LJF) = | PA(LJF) x | PCI(LJF) x | PC(EXPO) = | 0.0E+00 | 0.23 | 0.040 | 0.0E+00 |
| PC(RJF) = | PA(RJF) x | PCI(RJF) x | PC(EXPO) = | 0.0E+00 | 0.09 | 0.040 | 0.0E+00 |
| PC(LFF) = | PA(LFF) x | PCI(LFF) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(RFF) = | PA(RFF) x | PCI(RFF) x | PC(EXPO) = | 0.0E+00 | 0.001 | 0.040 | 0.0E+00 |
| PC(LEX) = | PA(LEX) x | PCI(LEX) x | PC(EXPO) = | 0.0E+00 | 0.002 | 0.040 | 0.0E+00 |
| PC(REX) = | PA(REX) x | PCI(REX) x | PC(EXPO) = | 0.0E+00 | 0.001 | 0.040 | 0.0E+00 |

Based on data from impact distance figures in Section 4.6 and mortality figures in Section 4.5, enter the maximum impact probability at receptor location for each hazard in MAX PF(X) column.

| IR Calculation | | | | |
|----------------|-----------|--|---------|---------|
| | MAX PF(X) | | PC(X) | IR(X) |
| IR(LJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RJF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(LFF) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(RFF) = | 1.00 | | 0.0E+00 | 0.0E+00 |
| IR(LEX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| IR(REX) = | 0.00 | | 0.0E+00 | 0.0E+00 |
| | | | | |
| TIR4 = | | | | 0.0E+00 |

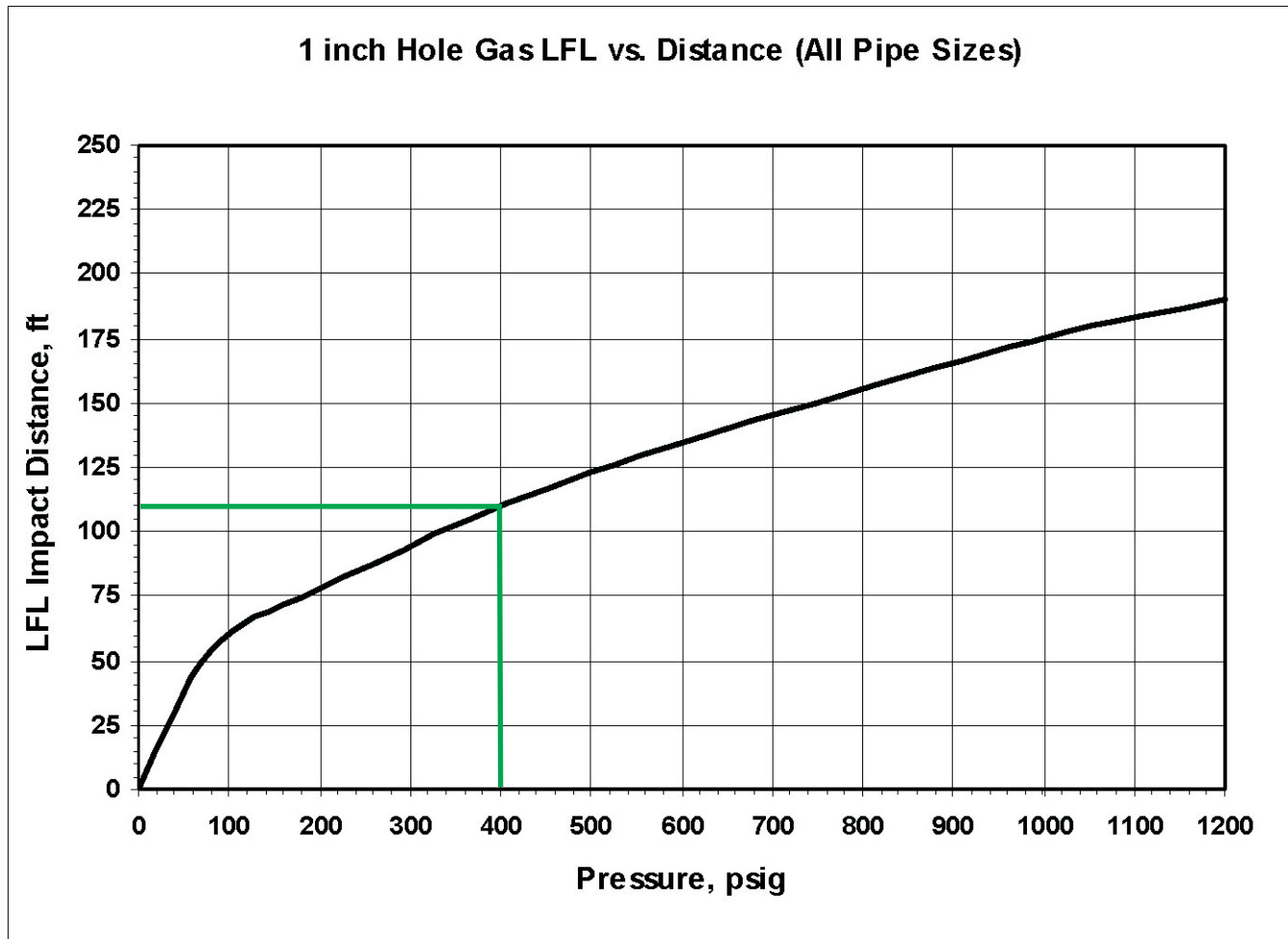
10 inch Pipe, Double-End Jet Fire Heat Radiation vs. Distance



Note: Graph curves from left to right apply for pressure of 80,100, 200, 300 400, 500, 600, 700, 800, 900, 1000, 1100, and 1200 psig.

Figure 4-9. Natural Gas Release Rupture Jet Fire Heat Radiation Impact, 10-inch Pipe

**177 feet for 400 psig
Heat Radiation at 1000 feet <5000 Btu/hr-ft²**

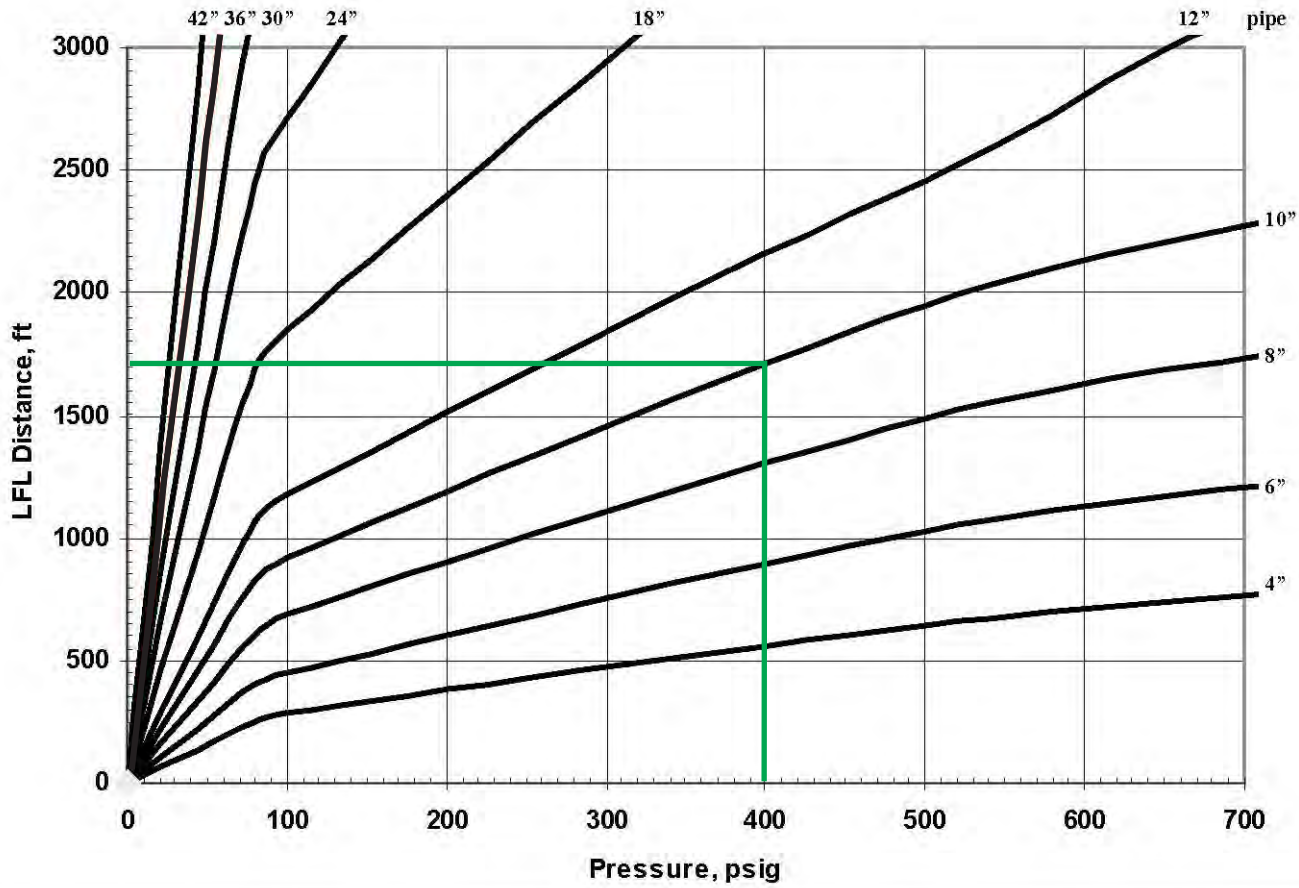


Note: The 1.0 inch hole leak in a pipeline was simulated in ALOHA using a 1.0 inch hole in a vessel wall. This is because the tank wall is considered to be more representative of a leak in a pipe wall than a 1.0 inch pipe release that reflects a release from the end of a long tube. The vessel wall simulation yields a greater impact distance. Note: ALOHA does not account for the buoyancy of methane or natural gas so that modeled impact distances might also be greater than would be encountered with the actual substances, other conditions being equal.

Figure 4-16. Natural Gas Leak (1-inch hole) LFL Impact Distance

LFL = 110 feet

Natural Gas by ALOHA Double Ended Release
LFL Distance vs. Pressure by Pipeline Diameter



Note: ALOHA does not account for the buoyancy of methane or natural gas so that modeled impact distances might also be greater than would be encountered with the actual substances, other conditions being equal.

Figure 4-17. Natural Gas Rupture LFL Impact Distance

LFL = 1710 feet

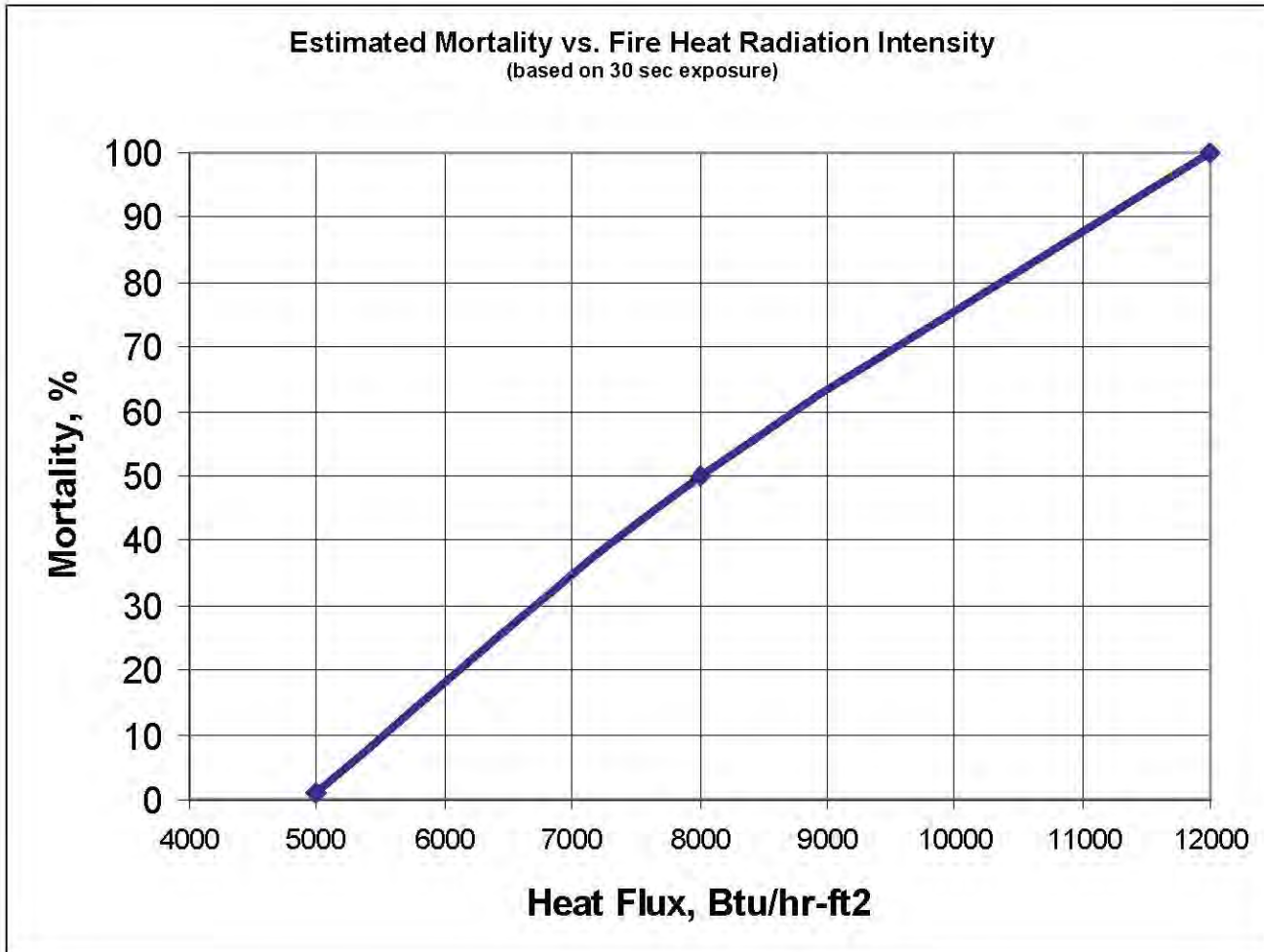


Figure 4-4. Estimated Mortality from Fire Heat Radiation

Mortality = 0%

APPENDIX D

INFORMATION PROVIDED BY CITY OF OXNARD

QUESTIONNAIRE FOR HIGH-VOLUME WATER PIPELINE RISK ANALYSIS

SUBJECT PROPERTY: Oxnard School District, SE corner of Doris Ave. and Patterson Road,
Oxnard, Ventura County, Ca

INFORMATION REQUEST:

1. Pipeline ID and type (line #, distribution/transmission): P-1043/Distribution
2. Pipeline location (alignment/location within right-of-way) Doris Ave/along south side right-of-way
3. Date of Installation (year): 1981
4. Pipeline diameter (inches): 12-inches
5. Construction Material/ Wall Thickness (inches): Asbestos Concrete Pipe (ACP) /1" wall
6. Depth of Burial (feet) in vicinity of proposed school: 3 – 3.5 ft.
7. Operating Pressure (psig): 65 psi
8. Throughput (cfs/gpm): 2300 gpm (per model/approximation)
9. Distance to Nearest Pump Stations: 12,100 ft.
10. Distance to Nearest Shutoff Valves: 650 ft
11. Shutoff Valve Type (automated or manual?): Manual
12. Estimated time to full shutoff in the event of leak/rupture: 30 minutes
13. Standard Safety and Inspection Practices: YES
14. Inspection/Testing Results (method, date, etc.): _____
15. History of Incidents, Accidental Releases: No breaks or leaks at this section.
16. Estimated volume that could be released in the event of pipeline failure: 69,000 gallons

QUESTIONNAIRE COMPLETED BY:

Name: Kevin O. Watson Signature: Kevin O. Watson
Title: Water Division Manager Date: 07/14/17 8-13-15 Phone: (805) 385-8139
Company: City of Oxnard Email: Kevin.Watson@ci.oxnard.ca.us

RETURN TO: J House Environmental, 371 Nevada Street #7366, Auburn, CA 95604
Ph 530-885-7801, fax 530-885-7895, jhouse@jhouseenvironmental.com

APPENDIX E

MUNICIPAL WATER PIPELINE RISK ANALYSIS FORMS

**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 1 – Administrative, Summary, and Signature Form**

| Local Educational Agency | | | |
|---|--|-----------|-----------|
| Date | August 9, 2017 | | |
| Local Educational Agency | Oxnard School District | | |
| Contact | | | |
| Telephone Number | 805-385-1501 | | |
| E-mail Address | | | |
| Street Address | 1051 South A Street | | |
| Department or Mail Drop | | | |
| City | Oxnard | | |
| County | Ventura | | |
| Zip Code | 93030 | | |
| Proposed School Campus Site | | | |
| Name | Doris Ave/Patterson Road Educational Facilities Site | | |
| Location Description | Located at southeast corner of Doris Ave and Patterson Road in Oxnard, Ventura County, California. | | |
| Pipeline of Interest | | | |
| Operator / Owner | City of Oxnard | | |
| Product Transported | Municipal Water | | |
| Pipeline Diameter (inches) | 12 | | |
| Operating Pressure (psig) | 65 psi | | |
| Closest Approach to Property Line (or boundary between the usable and unusable portion of the site if the unusable portion faces the pipeline.) (ft) | 5 ft | | |
| Individual Risk Estimate Result – NOT APPLICABLE | | | |
| Type of Analysis (Check One) | Stage 1 → | Stage 2 → | Stage 3 → |
| Individual Risk Estimate Value | | | |
| Individual Risk Criterion | | | |
| IR Significance (check one) | Significant | | |
| | Insignificant | | |

(Continued on next page)

California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 1 – Administrative, Summary, and Signature Form
(Continued from previous page)

| Population Risk Indicator Result | |
|--|--|
| Protocol Average IR | |
| IR Indicator (Average IR / Property Line IR Ratio) | |
| Population Risk Indicator | |
| Prevention and Mitigation Recommendations/Implementations <i>(Add additional sheets with more details as needed.)</i> | |
| Prevention Measures: | |
| <p>Pipeline is operated in accordance with State regulations and industry standards designed to prevent accidental release and ensure public health and safety.</p> | |
| Mitigation Measures: | |
| <p>It is recommended that site development plans take the presence of the high-volume water pipeline into consideration with the goal of minimizing student and staff use of areas within 25 feet of the pipeline alignment. Areas in closest proximity to the pipeline should be considered for low average occupancy level uses, such as parking lots, or designated as landscaped “buffer” areas to help mitigate potential physical impacts in the unlikely event of a catastrophic pipeline rupture.</p> <p>It is suggested that any emergency plan documents prepared for the project site identify the presence of the pipeline and include an emergency contact list with phone numbers to be used in the event of an incident.</p> | |
| Conclusions/Other Suggestions/Recommendations <i>(Add more sheets, if needed.)</i> | |
| <p>The risk analysis indicates that portions of the proposed educational facilities site would likely be subject to physical impact and sheet flow runoff in the event of failure of the subject pipeline. Physical impacts would be greatest within approximately 25 feet of the pipeline alignment. It is recommended that site development plans take the presence of the high-volume water pipeline into consideration with the goal of minimizing student and staff use of areas within 25 feet of the pipeline alignment. Areas in closest proximity to the pipeline should be considered for low average occupancy level uses, such as parking lots, or designated as landscaped “buffer” areas to help mitigate potential physical impacts in the unlikely event of a catastrophic pipeline rupture.</p> <p>In the event of a pipeline incident, released water would be expected to flow across much of the project site. However, the depth of water would not be expected to exceed 0.5 to 1.0 feet. Therefore, potential inundation at the project site is not considered to pose a significant safety hazard.</p> <p>To provide an added degree of risk management, it is suggested that any emergency plan documents prepared for the project site identify the presence of the pipeline and include an emergency contact list to be used in the event of an incident.</p> | |

Certification and Signatures of Risk Analyst(s)

This analysis was conducted according to the 2007 CDE Protocol except as noted. All modifications within the Stage 2 framework, and Stage 3 analyses and exceptions to the data and processes established in the 2007 CDE Protocol, if any, were based upon my professional opinion and in a manner consistent with the standards of care and skill ordinarily exercised by professionals working on similar projects.

I certify that the estimated risk levels were derived based upon the 2007 CDE Protocol, unless otherwise noted, and that these levels demonstrate, within reasonable expectations of uncertainties for such estimates, that the estimated Individual Risk for the school site, as the site was planned at the time of this analysis, including mitigation measures, if any, meets the Individual Risk Criterion stated in the 2007 CDE Protocol, based on the information provided to me.

| Printed Name | Signature | Position or Title |
|--------------|---------------------|---------------------|
| Jackie House | <i>Jackie House</i> | Principal Geologist |

Notice: In the event that the Individual Risk Criterion could not be met, at the option of the LEA, CDE will still accept a report for review and consultation with the LEA.



**California Department of Education
CCR, Title 5, Pipeline Risk Analysis Report
Form 2 - Pipeline Risk Analysis Input Data**

| | | |
|--|----------------------------|--------------|
| Date: August 9, 2017 | | |
| Local Educational Agency: Oxnard School District | | |
| Proposed School Site Name: Educational Facilities Site | | |
| Proposed School Estimated Population: 2139 (1900 students; 126 school staff; 113 administrative staff) | | |
| Product | <i>Designate by an "X"</i> | |
| Natural gas (NG) | | |
| Crude oil | | |
| Gasoline | | |
| Liquefied natural gas (LNG) | | |
| Liquefied petroleum gas (LPG) | | |
| Natural gas liquids (NGL) | | |
| Other refined product (specify) | | |
| Other substance (specify) | X | Water |
| Pipeline Location Attributes | Units | Value |
| Segment length | Ft | 3900 |
| Closest approach to property line | Ft | 5 |
| Closest approach to usable portion of the school site | ft | 5 |
| Land use by class location (49 CFR Part 192) | Class | |
| Pipeline Attributes | | |
| Diameter | inches | 12 |
| Maximum operating pressure | psig | |
| Average operating pressure | psig | 65 |
| Depth of burial | ft | 3 – 3.5 |
| Distance to nearest compressor (gas) or pump station (liquid) | miles | 2.3 |
| Throughput | | |
| <i>Liquid</i> (enter value, meter, etc.) | gpm | 2300 |
| Nearest block valve locations, upstream and downstream of segment of concern | | 650 ft |
| Above ground components within 1500-ft zone | | |
| <i>Number</i> | | |
| <i>Type</i> | | |
| Pipeline location on terrain gradient relative to school (Designate with an "X" by appropriate description) | | |
| <i>Flat</i> | | X |
| <i>Up gradient</i> | | |
| <i>Down gradient</i> | | |
| <i>"Convolutud"</i> | | |

**AIRCRAFT HAZARD
AND LAND USE RISK ASSESSMENT**
for
Doris Avenue/Patterson Road Educational Facilities Project
Oxnard, California

Prepared for:
Tetra Tech
5383 Hollister Avenue, Suite 130
Santa Barbara, CA 93111

Prepared to City of Oxnard Standards by:
Heliplanners, Inc.
41689 Enterprise Circle North, Suite 212
Temecula, CA 92590
Contact:
Kathryn Poisson Wright

20 November 2017

Introduction and Project Description

The Oxnard School District (OSD) proposes to construct and operate a new elementary school (K-5), middle school (6-8), and District administrative center on a 25-acre site at the southeast corner of Doris Avenue and North Patterson Road (Doris Avenue/Patterson Road Educational Facilities Project or "Project"). The proposed project includes joint-use facilities to support a district office, 700 elementary school students in grades K-5, and 1,200 middle school students in grades 6-8. The new school facilities are designed to meet the educational and recreational needs of K-8 students onsite. The proposed project lies within the Oxnard Airport Sphere of Influence (SOI) as defined by the City of Oxnard and illustrated in Exhibit 1. Oxnard zoning ordinance 2132, Part 6, Section 36-5.13.0 *Airport Hazard Overlay Zone*, subjects projects within the SOI to an assessment of potential risk from aviation activities. This study identifies pertinent Airport Land Use Compatibility standards and determines the extent to which the proposed project complies with those standards per city requirements.

Heliplanners was originally retained by Impact Sciences to prepare an Aircraft Hazard Land Use Risk Assessment for the Teal Club Road Specific Plan in 2007. We were then retained by Rincon Associates to update that study in 2012, including changes in the specific plan area and incorporating more recent data pertaining to Oxnard Airport operations counts. A smaller school site was generally considered in the 2012 report based on information available at the time. While the Doris Avenue/Patterson Road Educational Facilities project includes some of the land area previously studied as part of the Teal Club Specific Plan, it is an independent project. Heliplanners was retained by Tetra Tech in 2017 to study the 25-acre site proposed for the Doris Avenue/Patterson Road Educational Facilities Project.

The site location is shown on Exhibit 1 *Aviation Safety Criteria*, labeled "project site". The site lies on the southeast corner of the Doris Avenue/North Patterson Road intersection. The site's southern and northern boundaries are approximately 1,800 feet and 2,700 feet, respectively, north of the runway centerline. The site is proposed to be annexed into Oxnard city limits. The City of Oxnard's General Plan Land Use Map designates the site for Public/Semi-public, Open Space, and Park land uses. The Oxnard Airport Sphere of Influence, which encompasses the site, is an area designated "for the coordination and review of land use proposals which may affect or be affected by the operations at Oxnard Airport", according to the General Plan.

Based on the conceptual site plan, the 25 acres would include the following:

- Four (4) soccer fields in the southwest portion of the site
- One (1) baseball field in the southeast corner of the site
- Eleven (11) tennis/basketball courts towards the southeast and center of the site
- Approximately 178,678 square feet of buildings (including six two-story buildings) spread over the north half of the site (further from airport)
- Approximately 220 parking spaces spread throughout
- Various walkways, outdoor gathering/eating areas and greenspace spread throughout.

The maximum height of any building is not expected to exceed 35 feet above grade. Height information for light standards, flag pole(s), and vegetation at maturity are currently unknown.

Agencies

The following agencies either have regulatory authority or provide guidelines regarding land uses near airports:

1. The Federal Aviation Administration (FAA): controls air traffic in the vicinity of certain "controlled airports". Oxnard is a controlled airport by virtue of its FAA-run Air Traffic Control tower. The FAA also publishes various advisory circulars that address airport land use planning and design issues. In general, compliance with these circulars is required for airports that accept funding under the

Airport Improvement Program (AIP). Oxnard Airport has received AIP federal grants for planning and construction projects. The FAA also reviews projects proposed on or near airports for compliance with airspace obstruction-clearance criteria published in 14 CFR, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, of the Federal Aviation Regulations (FARs).

2. Caltrans Division of Aeronautics (Caltrans): charged with granting permits for construction of airports and heliports in California. Caltrans ensures that such facilities meet design standards prior to licensing, and continue to meet them during annual inspections. Oxnard Airport holds an Airport Permit issued by Caltrans. Caltrans has compiled an Airport Land Use Planning Handbook (Caltrans Handbook), to “provide guidance for conducting airport land use compatibility planning”. Recommended safety areas surrounding runways are laid out in the Caltrans Handbook. Section 3570 of the California Code of Regulation requires proposed schools near airports be submitted to Caltrans Division of Aeronautics for review prior to acquiring title to the property.
3. Ventura County Transportation Commission (VCTC): acts as the County’s Airport Land Use Commission (ALUC) per state law. The VCTC is charged with reviewing land use proposals within certain planning boundaries, with the goal of promoting compatibility between airport operations and nearby land uses. These boundaries are defined in the Commission’s Airport Comprehensive Land Use Plan (CLUP) for Ventura County (P&D Aviation, November 1991). That report has since been updated and was adopted on July 7, 2000 (Airport Comprehensive Land Use Plan Update for Ventura County, Coffman and Associates, 2000). There is virtually no change to the findings related to Oxnard Airport between the 1991 and 2000 CLUPs. This is primarily because the *Oxnard Airport Master Plan* had not been adopted at the time that the 2000 CLUP was being prepared. Consequently, noise and activity levels that were contained in the 1991 CLUP have not been updated.
4. County of Ventura: owns Oxnard Airport. The County’s Department of Airports manages the Airport. The Oxnard Airport Authority, which includes elected representatives of the City of Oxnard and the County of Ventura, sets airport policy.

Influence of Airport Operations and Traffic Patters

Oxnard Airport is owned and operated by the County of Ventura and administered by the County’s Department of Airports. The airport has one runway, designated Runway 7 on the west and Runway 25 on the east, indicating magnetic bearings of approximately 070 and 250 degrees, respectively. The paved area is 5,953 feet long and 100 feet wide. Each end of the runway is served by electronic instrument approach aids and by published instrument approach procedures. Runway 7 has a “non-precision approach”, which provides pilots with horizontal guidance to the runway. It is based on the Camarillo very high frequency omnirange (VOR) facility six miles east of the airport. Runway 25 is served by a “precision approach”, which provides both horizontal *and* vertical guidance, and is based on the airport’s instrument landing system (ILS).

Aircraft safety and performance are enhanced by landing and taking off into the wind. Local prevailing winds are out of the west, from the Pacific Ocean. Therefore, Runway 25 is used most of the time. Runway 7 is used for about seven percent of all operations, particularly when winds are calm, or coming from the east. It may also be used when fog to the west precludes visual operations in that direction.

Runway 25 has a 1,377-foot displaced threshold, to provide acceptable obstruction clearance over a church steeple east of the airport. The result is that pilots landing on Runway 25 must plan their approach to land beyond the displaced threshold bar painted on the runway. Aircraft using Runway 25 for westbound departures may use the entire runway length. Aircraft landing or departing eastbound along Runway 7 may use the entire pavement length.

Historical operations counts for Oxnard Airport since 1990 are presented in Table 1, as provided by the Ventura County Department of Airports. These include all aircraft – general aviation, commuter, air taxi, and military - using the runway. An operation typically indicates a landing or a takeoff. Thus, a “touch-and-go” is counted as two operations – one landing, and one takeoff.

| Table 1 | |
|---|----------------------|
| Oxnard Airport Historical Operations Counts | |
| Year | Number of Operations |
| 1990 | 152,236 |
| 1991 | 134,935 |
| 1992 | 132,978 |
| 1993 | 137,880 |
| 1994 | 95,424 |
| 1995 | 94,580 |
| 1996 | 110,415 |
| 1997 | 120,333 |
| 1998 | 99,612 |
| 1999 | 90,025 |
| 2000 | 88,277 |
| 2001 | 86,432 |
| 2002 | 88,750 |
| 2003 | 83,458 |
| 2004 | 90,542 |
| 2005 | 101,862 |
| 2006 | 86,213 |
| 2007 | 76,710 |
| 2008 | 84,158 |
| 2009 | 61,627 |
| 2010 | 55,323 |
| 2011 | 56,762 |
| 2012 | 54,611 |
| 2013 | 59,495 |
| 2014 | 71,228 |
| 2015 | 74,745 |
| 2016 | 74,151 |
| | |

As shown on Table 1, operations peaked in 1990 at 152,236, and hit a low of 54,611 in 2012. The intervening time shows ebb and flow with a general decrease in operations, barring some outliers. Since the 2012 low, a slow but steady increase is seen, although current counts are still well below pre-recession flight numbers.

We have shown nominal aircraft flight paths in Exhibit 1, labeled “typical flight paths” as they are depicted in the 1991 CLUP. They are shown as 1,000-foot wide bands over the ground rather than as defined centerlines. The actual track over the ground for a particular flight varies with the type of aircraft, its performance characteristics, piloting techniques, air traffic control instructions, other aircraft activity, weather conditions, etc. Since individual flights may vary from the depicted paths for any number of reasons, they should be viewed as averages rather than specific paths over the ground.

As shown on Exhibit 1 *Aviation Safety Criteria*, the project site ranges from approximately 1,800 to 2,700 feet north of Runway 7-25 and is inside (not under) its northern traffic pattern.

The FAA's Oxnard Air Traffic Control Tower has also entered into agreements with local helicopter operators that establish specific helicopter arrival and departure routes for the airport. One of the routes goes east and west between Teal Club Road and the runway. Helicopters using this flight path may vary somewhat in their distance from the runway, but should generally stay south of Teal Club Road. One would not expect a pilot to fly this far north to accommodate that flight path, and thus should not overfly the project site.

The second route provides for helicopters to take off from the southern side of the runway, cross over the runway to a point at approximately Teal Club Road and Patterson Avenue, and then turn northeasterly to depart the area. This route would take helicopters closer to the project site. When conditions require (based on other aircraft activity), helicopters may occasionally need to hold northeast of the runway for clearance from the tower to cross the runway and land on the southern side.

Other routes generally follow the Fifth Street corridor east and west of the airport. Since Fifth Street is located south of the airport it should not significantly affect the project site. Yet other helicopter routes generally follow procedures so that those going northbound use the Victoria Road alignment at the western end of the airport to enter and depart the area. Thus, they should not overfly the project site.

Historical helicopter operations counts were not readily available. Thus, we can only guess at the distribution of helicopter traffic along each of these routes. In lieu of specific data, it is reasonable to assume that less than 25 percent of all Oxnard Airport helicopter flights might fly near the project site, as only one of the four typical flight paths brings them close, and even then they would likely not operate that far north.

By agreement with the Oxnard Control Tower, all helicopter routes are to be flown at or *below* 500 feet above ground level, to separate them from fixed-wing routes above.

Ventura County's Director of Airports, Todd McNamee, requested that an aviation easement be granted to the County in a June 4, 2012 correspondence to Brian Foote, City of Oxnard Planning Division. An aviation easement typically indicates that property owner(s) acknowledge that their properties are in an area subject to frequent aircraft overflights and that such overflights may result in noise, exhaust emissions, and vibrations. The County of Ventura Department of Airports further requested in an August 8, 2014 comment letter to Caltrans Division of Aeronautics that OSD should be required to grant an aviation easement to the county as a condition of development.

Federal Aviation Administration

Federal Aviation Regulations (FAR) Part 77 Considerations

FAR Part 77 specifies a series of "imaginary surfaces" in the airspace surrounding runways and helicopter landing areas. These surfaces are designed to provide unobstructed maneuvering room for aircraft landing and taking off from an airport or heliport. The standards serve a two-fold purpose in minimizing hazards to aircraft as well as helping to prevent injury or damage to persons or property on the ground. Ideally, no object, either natural or man-made, should penetrate any imaginary surface. The surfaces are described below and depicted on Exhibit 1.

The "primary surface" serves as the basis for all other imaginary surfaces specified in Part 77. The primary surface is a 1,000-foot wide rectangle at runway elevation, extending 200 feet beyond each end of the runway pavement. The elevation of any point on the primary surface is equal to the elevation of the closest point on the runway. The elevation at the eastern runway end is 45 feet above mean sea level (MSL); the elevation at the western end is 34 feet MSL. Since the runway slopes down from east to west, the primary surface does likewise.

The “horizontal surface” is a horizontal plane that extends out in 10,000-foot arcs from each point of the primary surface. It is established at 150 feet above the official airport elevation of 45 feet MSL (high point of the runway). Therefore, the horizontal surface’s elevation is 195 feet MSL.

The “approach surfaces” extend up and out from the primary surface ends. The eastern and western approach surfaces have slopes of 50:1 and 34:1 respectively. The different slope angles are due to the different categories (precision vs non-precision) of instrument approaches available.

The “Transitional surfaces” extend up and out from the primary and approach surface edges. They rise at a 7:1 slope (seven feet horizontal to one-foot vertical) until reaching the horizontal surface at 195 feet MSL (1,050 horizontal feet)

As shown on Exhibit 1, the project site underlies the horizontal surface. Therefore, this is the only imaginary surfaces of interest with respect to this project.

To accurately assess Part 77 impacts on proposed buildings, we must consider changes in ground elevation between the runway and the project site as well as the building heights themselves. The site’s current ground elevation varies from approximately 37 to 40 feet above mean sea level (MSL), and the tallest proposed structure on the site is the gymnasium, at 35 feet above ground level (AGL), or 75 feet MSL. The closest runway elevation is approximately 37 feet MSL. Calculating the difference between 75 feet and 37 feet MSL, we find the gym to be less than 40 feet above airport elevation, well beneath the 150-foot-high horizontal surface. Trees can also violate Part 77 surfaces. Many common streetscape trees do not grow tall enough to be of concern. However, some varieties (certain palms, eucalypti, pines, etc.) can grow over 100 feet tall. Tree heights (at maturity rather than at initial planting) should be part of landscape planning, and taller trees should be avoided. Thus, the horizontal surface is not considered to be a significant factor with respect to this project.

Regardless of what our own analysis indicates, FAR Part 77 requires that a project be submitted to the FAA for review if it would penetrate a “notice surface” based on a slope of 100 feet horizontal to 1-foot vertical from the nearest point of the nearest runway. The notice surface simply establishes a threshold for FAA study; it does not suggest that an object that might penetrate it would be an obstruction. The application, made via FAA’s <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> website, initiates an “obstruction evaluation” (OE) by FAA staff. The FAA’s role in conducting an OE is solely to determine if a proposed structure might constitute an obstruction or, more seriously, a “hazard” to air navigation. Regardless of its findings, FAA cannot approve or prohibit construction; that responsibility lies with the local jurisdiction (City of Oxnard) in exercising its zoning powers. The tallest building, the gymnasium, at approximately 35 feet above airport elevation would have to be a minimum of 3,500 feet away to avoid this requirement. As the furthest point of the site is approximately 2,700 feet from the runway, this building would penetrate the notice surface by at least five feet. Thus, an application would need to be submitted to the FAA. This can be done as a blanket application for the entire project rather than individual applications for each building. Note that the latitude, longitude, and elevation of each corner of a building that penetrates the notice surface would need to be submitted as part of that application. Based on our own analysis and past experience working with FAA on many similar projects, we anticipate that FAA would find that the buildings would not constitute obstructions or hazards to aviation.

Airport Design Advisory Circular Considerations

In addition to FAR Part 77 standards, FAA has developed a series of airport planning criteria, published in Advisory Circular AC 150/5300-13, Airport Design. While several criteria affect placement of fixed or moveable objects near a runway, they apply primarily to construction near runway ends. None directly affect the subject site, which, at its closest, is approximately 1,800 feet north of the runway centerline.

Caltrans Division of Aeronautics

The California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook (July 1983), or “Caltrans Handbook” discusses recommendations on land uses on and around airports in California. This document, was replaced with a newer publication dated December 1993, again in 2002 and then again in 2011. We reviewed the 2011 edition of the Handbook to determine to what effect the revision would affect the subject property. We consulted previous versions where relevant.

Note that the 2002 version of the Handbook presents a compendium of different types of safety zones developed by various airport land use commissions (ALUCs) but does not suggest that they broadly be applied to all airports. It contains the statement that:

“It must be emphasized that the safety zone shapes and sizes described here are merely presented to illustrate the concepts discussed. Although they may serve as a useful starting point for individual compatibility plan development, these particular safety zones are not intended to represent Caltrans’ recommendations, guidelines or standards. Most compatibility plans do not now include all of the zones shown here, nor is it required for them to do so. Many ALUCs likely will find it appropriate to continue to use the safety zones they have already established.”

And, in the 2011 edition:

“This edition of the handbook does not change the safety zone guidance provided in the 2002 edition.”

The intent is therefore that safety zones adopted by local airport land use commissions remain in effect unless the local ALUC should update its CLUP to revise its zone shapes and dimensions. Therefore, the safety zone definitions and dimensions contained in the current Ventura County CLUP (discussed below) are the ones relevant to this project. Those zones, and much of the information contained within the CLUP, compliment recommendations found in the Handbook.

In accordance with Section 3570 of the California Code of Regulation, the proposed site was submitted to Caltrans Division of Aeronautics for their review prior to the school district acquiring title to the property.

Caltrans Aviation Safety Officer Mr. Daniel Gargas visited Oxnard Airport on June 17, 2014 to conduct a flight inspection. On August 19, 2014, Mr. Gargas issued a findings letter from that inspection. In that letter, Mr. Gargas states that Caltrans found no conditions related to the proposed site that would “create an undue hazard”, but stipulated “Caltrans cannot guarantee the safety of this, or any site”.

According to the letter, several sources were considered in Caltrans’ analysis of the site, including the Caltrans Handbook. The recommended safety zoning in the Handbook include a Traffic Pattern Zone (TPZ) similar to that in the county’s CLUP discussed below, and depicted on Exhibit 1. Mr. Gargas points out that the “Handbook guidelines” stipulate that schools within the TPZ should not exceed “300 persons per acre on average and no more than 1200 people per acre at any given time”. With an expected student population of 1,900 on a 25-acre site, we do not expect this recommended limit to be exceeded.

During his flight inspection, Mr. Gargas found that the site “will experience numerous over-flights by aircraft” and recommended “the school district look for a different site further away from the airport runway”.

The letter notes opposition to the project from both the Ventura County Transportation Commission acting as Airport Land Use Commission, and the County of Ventura Department of Airports. Their concerns are discussed in their respective sections below.

Caltrans’ final determination was that they do not “recommend against” the proposed site. The findings given in this letter expire on August 14, 2019. If OSD has not acquired the site by that date, Caltrans would need to conduct an additional assessment.

Ventura County Transportation Commission

CLUP Considerations

In 1991 Ventura County approved an Airport Comprehensive Land Use Plan (CLUP) prepared by P&D Aviation. The purpose of the CLUP is to “protect” airport users and residents around the County’s airports, as well as to promote “continued operation of those airports”. An update to that plan was completed in 2000 by Coffman Associates, Inc. Both the original 1991 CLUP and the 2000 update are referenced where relevant.

The CLUP is divided into six chapters. Chapter One introduces the background, purpose and scope, legal authority, responsibilities of Airport Land Use Commission, and plan. Chapters Two through Five examine each of four Ventura County airports. Oxnard Airport is studied in Chapter Three. Chapter Six presents general noise and safety compatibility standards for all Ventura County airports. The CLUP states “Land use and density criteria contained in these guidelines were developed to reduce the risk from an off-airport aircraft accident to an acceptable level” (page 18).

Several “safety zones” surrounding civilian airports in Ventura County are defined in Chapter Six of the CLUP. These zones are established to provide a method of assessing the compatibility of various types of land uses with respect to aircraft operations. The three classifications are the “Runway Protection Zone” (formerly the Inner Safety Zone), the “Outer Safety Zone” and the “Traffic Pattern Zone” (TPZ). The runway protection and outer safety zones lie beneath the approach surfaces shown on Exhibit 1 and do not affect the proposed development. The subject site lies entirely within the (TPZ), also depicted on Exhibit 1 *Aviation Safety Criteria*, labeled “Traffic Pattern Zone”. The TPZ is the least restrictive of the three zones, and is described in the 1991 CLUP as “the area beneath the most commonly used traffic pattern.” The 2000 CLUP references the 1991 CLUP in describing the TPZ.

The CLUP states that within the TPZ “frequent low altitude overflights can be expected”. Most flights should follow the “typical flight path”, to the north of the site, depicted on Exhibit 1. However, those flights may still pose some risk and/or noise disturbance to the project site. Pilots flying a particularly tight traffic pattern may directly overfly the site.

Table 6A Adopted Land Use Compatibility Standards Related to Aircraft Noise for Ventura County Airports establishes acceptable, conditionally acceptable, and unacceptable noise levels for various land uses around Ventura County Airports. The noise levels studied range from 60-80+ CNEL Range (dB) in increments of five. Exhibit 6B of the CLUP depicts noise contours around Oxnard Airport. The project site lies outside the 60 dB noise contour, and would therefore be exempt from the noise compatibility standards given in the CLUP.

Table 6B Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports establishes land uses within each of the three safety zones at Oxnard Airport. Each land use is classified as acceptable, conditionally acceptable, or unacceptable. Schools, under the subcategory of Public/Institutional land uses, are classified as “Unacceptable” within the Traffic Pattern zone.

Much of the information in the CLUP is based on guidance provided by Caltrans Division of Aeronautics’ Airport Land Use Planning Handbook, discussed in the section above, and other agency airport land use compatibility studies/guidelines at the federal and local level. Appendix A of the CLUP provides support documents referenced in the creating of the Plan. Most of the studies mentioned consider schools to be “avoided”, “discouraged”, “conditionally permitted”, “not permitted”, “unacceptable”, or “incompatible” within the TPZ or equivalent. The repetitive concerns are related to noise and risk of accident.

Studies from both the Federal Interagency committee on Urban Noise, and the California Noise Compatibility Regulations and Guidelines (CNCRGs), considered in the CLUP, found the significant noise threshold for schools to be at 65 CNEL. However, the CNCRGs stipulates that schools “are compatible if they have been insulated to assure an interior sound level from aircraft noise of 45 CNEL”, or, if “an avigation easement over the property has been obtained by the airport owner”. As mentioned previously, such an easement was requested by Todd McNamee, in 2012, acting in his capacity of Airport Manager on behalf of the County of Ventura Department of Airports. OSD may be required to grant this easement as a condition of development, despite being outside the 65 CNEL contour.

Table A10 of the CLUP, “Suggested Safety Compatibility Criteria” by the State of California recommends developers “avoid” schools within the TPZ. More specifically, due to the propensity for “low altitude overflight”, schools and activities with “more than 150 people per acre should be avoided...unless no other feasible alternatives are available”. Criteria for how extensive the search for “other feasible alternatives” are not given and therefore would be at the discretion of local jurisdictions.

VCTC Comment Letter

At Caltrans Division of Aeronautics’ request, the Ventura County Transportation Commission (VCTC) issued a comment letter regarding the proposed school site. In their letter Executive Director, Mr. Darren Kettle, argues that “The proposed project as defined would be inconsistent with the adopted CLUP.” He states that schools are specifically identified as “an unacceptable land use” within the TPZ. The letter specifies concern that locating another school within the TPZ places “a large number of children at risk” in the event of an aircraft accident. As suggested by Mr. Kettle’s letter, another school, Juan Lagunas Soria Elementary School, lies within the TPZ to the south of Oxnard Airport. The VCTC has historically opposed the development of schools within the TPZ.

Ventura County Department of Airports

At Caltrans’ request, Airport Manager Todd McNamee submitted a letter commenting on the proposed school site. The letter, dated August 8, 2014, states the Department of Airports found the proposed school to be “unacceptable”.

Like Mr. Kettle, Mr. McNamee argues that the CLUP considered schools to be “unacceptable” within the TPZ. He presents concern regarding the proximity of the traffic pattern for helicopters to the site, as well as single-event noise levels.

In addition to the request for an Aircraft Hazard and Land Use Risk Assessment, the Department of Airport requests the following if the school site is approved for development:

1. an avigation easement be granted
2. buildings on the site be “insulated with soundproofing” to the extent that interior noise levels attributable to exterior noise will be “no greater than 45 dBA”, and
3. the disclosure to parents of children attending the school regarding proximity of the school to the airport, airport traffic patterns, potential noise and safety impacts, and “average single-event noise due to fixed-wing aircraft and helicopter overflight”.

Violations by Aircraft within the Oxnard Control Tower Air Traffic Area

The City's ordinance requires that this report include a list of airspace violations by aircraft under the authority of the Oxnard control tower for the six- to eighteen-month period preceding consideration by the Planning Commission. Heliplanners has requested such information from FAA during the preparation of similar studies for past projects in the Oxnard Airport area. FAA has informed us that the information is not readily available, as the agency does not catalog violation records by airport or by air traffic area. We have stated this finding in past studies and City staff has not pursued it further. However, the following section does catalog local aircraft accidents based on information provided by the Ventura County Aviation Department.

Aircraft Accident Risk - Airport Sphere of Influence (SOI)

For a historical perspective of safety at Oxnard Airport, we have reviewed its accident history. Airports sometimes experience on-airport incidents, such as hard landings, gear-up landings, taxiing accidents, etc. While these may damage aircraft or injure occupants, they do not affect off-airport land uses and are not considered significant in the context of this study. Consequently, we have not attempted to identify or record such incidents in this report.

During the past 38 years, there have been six significant accidents involving aircraft approaching or departing Oxnard Airport within its SOI, an area of approximately 3.6 square miles.

1. In June 1979, an accident resulting from engine failure occurred on undeveloped land west of Victoria Avenue while the aircraft was approaching Runway 7. There were two fatalities and two serious injuries to its occupants. According to records of the National Transportation Safety Board (NTSB), the crash occurred between one and two miles west of the airport.
2. In June 1987, a Cessna 150 lost power during a night takeoff from Runway 25. It crashed into the Abex Corporation parking lot north of Fifth Street and adjacent to the airport. The accident resulted in minor injuries to the pilot and passenger, but there were no injuries to persons on the ground.
3. In August 1997, a Cessna 210 hit a home on Ivanhoe Avenue, approximately 3,000 feet north of the runway, just beyond the SOI. It sheared off part of a chimney and some roof tiles. It then hit a light standard, tearing off one wing, before coming to rest in a bean field south of Doris Avenue, within the SOI. The aircraft had lost power after departing Camarillo Airport. Its intended destination was Burbank. After losing power, the pilot was trying to reach Oxnard Airport for an emergency landing when the accident occurred. Of the three occupants on board, two were injured seriously. No one on the ground was hurt. Note this accident occurred right around the proposed project site.
4. On April 22, 2001, a single engine Piper lost power, clipped the top of a eucalyptus tree and some power lines, and crashed in a celery field within the SOI near the southwest corner of Fifth Street and Victoria Avenue shortly after departing Runway 25. The aircraft was demolished. No other structures were damaged. The pilot and his passenger sustained only minor injuries and declined treatment. No one on the ground was injured.
5. On May 26, 2006, a single engine Piper PA-28-151 impacted terrain and then struck a moving vehicle following a loss of engine power after an afternoon takeoff from Runway 25. The pilot attempted to turn back toward the airport to land on Runway 7. The airplane struck the vehicle, which was traveling southbound on Victoria Avenue about a quarter mile west of the airport. The pilot (sole aircraft occupant) was seriously injured. The two occupants of the vehicle received minor injuries. The accident occurred during visual meteorological conditions.
6. On August 7, 2008, a single engine Stewart S-51 (scaled down kit-built replica of a North American P-51 Mustang) crashed into the bus barn on the former Oxnard High School property after an engine failure during approach to Oxnard Airport's Runway 25. The crash site was about 7/10 of a mile east of the runway's displaced threshold. The aircraft was totaled and the pilot (sole aircraft occupant) was injured.

Three other accidents have occurred near but *outside* of the SOI. We consider them to have been close enough to the airport to be of interest to decision makers in assessing the project's risk implications. We therefore include them in this discussion.

1. In 1981, an aircraft crashed about six miles east of the airport while on approach, resulting in one fatality to an aircraft occupant. This accident, attributed to improper instrument operations, occurred well outside of the SOI but is included for this analysis.
2. On November 19, 1995, a Beechcraft Bonanza crashed after apparently developing engine trouble while approaching Runway 7 in heavy fog. The aircraft came to rest approximately two and a half miles west of Oxnard Airport. The accident location appears to have been in the sand dunes west of Harbor Boulevard. The sole occupant died while undergoing surgery about three hours after the accident.
3. On June 29, 2013, a homebuilt RV3 aircraft crashed, due to unknown circumstances, into an agricultural field near Wooley Road and Victoria Avenue, approximately one mile south of the airport. The pilot and single passenger were killed. This was slightly outside the SOI.

Therefore, during the past 38 years, there have been nine significant accidents associated with Oxnard Airport, averaging about one every 4.2 years.

As with any other transportation mode, it is impossible to predict when or where a future accident might occur. An accident can happen anywhere at any time and can endanger persons and property on the ground as well as occupants of the aircraft involved. To assess the probability of an accident occurring within the project area, Heliplanners consulted research presented in California's Airport Land Use Planning Handbook (ALUP Handbook). It was prepared for Caltrans' Division of Aeronautics and published in January 2002. The Institute of Transportation Studies at the University of California, Berkeley, one of the participants in the ALUP Handbook effort, compiled data from 873 aircraft accident records (445 arrival accidents and 428 departure accidents) as inventoried by the NTSB. The database included accidents from 43 states for the ten-year period from 1983 through 1992, and addressed only "accidents," not "incidents." (The NTSB defines an accident as an occurrence where people on board or on the ground sustain serious or fatal injuries or where the aircraft incurs damage substantial enough that it is no longer considered airworthy). It included all general aviation airplanes but not helicopters or other aircraft types (ultralights, blimps, etc.). It also did not include commercial air carrier or military aircraft. The vast majority of operations at Oxnard fit within this profile. Therefore, we believe the study sufficiently representative from which to draw conclusions for this report.

According to figures contained in the 1991 CLUP, a three-year study period from 1986 to 1988 resulted in a national average of 0.36 off-airport accidents per 100,000 operations. At this rate, Oxnard Airport should experience a probability of about 0.27 off-airport accidents per year at its current activity level of about 75,000 annual operations. This equates to one off-airport accident somewhere in the airport vicinity every 3.7 years. Projecting this to the Handbook study, it would take 3,230 years for all 873 accidents to occur at Oxnard Airport. (The actual recent accident rate at Oxnard Airport is slightly lower, at about one accident every 4.2 years.)

Aircraft Accident Risk - Project Vicinity

The above discussion addressed accident risk in the general vicinity of Oxnard Airport. To address accident risk in the immediate vicinity of the subject site, a much smaller "target," we again consult the Handbook study. Of the 873 accidents included in that study's database, five arrival accidents and two departure accidents would have occurred within or adjacent to the project boundaries if they had occurred at Oxnard Airport. This is based on an analysis of arrivals and departures along Runway 25 (see Exhibits F-1 and F-2 – exhibit numbers from Appendix F of the Handbook study) since the vast majority of operations occur on this runway rather than Runway 7. This represents seven (0.8 percent) of the 873 accidents in the national database. Therefore, the probability of an accident at or near the project site can be seen as 0.8 percent of the probability of an accident somewhere in the airport vicinity. Multiplying Oxnard Airport's projected rate of 0.27 off-airport accidents per year by 0.0080, we obtain a probability of 0.0022 accidents

per year, or about one accident every 462 years within or near the project site boundaries, as depicted on Exhibits 1, F-1, and F-2.

We must exercise caution in placing undue emphasis on these probability figures. A certain amount of randomness should be assigned to actual accident locations. Therefore, while other accidents in the database may have occurred outside the project site boundaries, they should not be completely disregarded. Any specific accident can happen within or near the project site boundaries at any time. Should an aircraft strike an occupied structure, occupied playground, etc. the result could be tragic.

As with all modes of transportation, aviation carries some degree of risk. The above discussion attempted to quantify that risk with respect to the proposed Doris Avenue/Patterson Road Educational Facilities project. We leave it to local decision-makers to determine if the projected probability of one accident every 462 years represents an acceptable level of risk for the Oxnard community.

Emergency Landing Areas

In the event of an in-flight emergency, a pilot may need to land an aircraft at other than a prepared runway. If adequate emergency landing areas exist, the potential for an aircraft impacting a building is minimized and the chance of surviving a forced landing is enhanced. Recent nearby development has gradually eliminated some of the land previously available for emergency use. The proposed project would add to the cumulative effect of diminishing land areas available for emergency landings.

While recent development has occurred near Oxnard Airport, there is still a large amount of land devoted to agricultural and greenbelt uses. In fact, Ventura-Oxnard Greenbelt Agreement specifies that much of the land west and north of the airport be designated for permanent agriculture and open space in accordance with Ordinance No 4474, passed by the Board of Supervisors of the County of Ventura on June 9, 2015. These areas, depicted on Exhibit 2 *Ventura-Oxnard Greenbelt* from the county's website, may yet be able to serve as emergency landing areas, depending upon the location and nature of an in-flight emergency.

Conclusions

Decisions regarding development projects near airports should not be taken lightly as aircraft accidents can have disastrous implications. Consequently, agencies at federal, state, and local levels have developed various criteria to help guide local planning agencies in their decision-making. This report has attempted to objectively review existing airport land use compatibility standards with the goal of determining the degree to which the proposed project complies.

The County of Ventura Department of Airports has requested that OSD be required to grant an aviation easement as a condition of development. Such easements typically indicate that property owners are aware of frequent aircraft overflights that may result in noise, exhaust emissions and vibrations.

An analysis of imaginary surfaces defined in FAR Part 77 indicates that the proposed structures within the Doris Avenue/Patterson Road Education Facilities Project would likely comply with all relevant criteria and would not be considered obstructions or hazards to aviation. However, the project must be submitted to the FAA for an obstruction evaluation prior to construction because buildings and other elements would penetrate the FAR Part 77-specified "notice surface", which represents a threshold level for FAA review. This can normally be done as a blanket application covering the entire proposed development, provided structural heights are known (or covered from a conservative "worst case" perspective). Attention should be given to locations and heights of trees (at maturity) and powerlines, light standards, etc. once that information is available. Proactive measures can normally be taken to ensure that these items will not violate FAR Part 77 criteria.

The project site does not lie within the areas addressed by planning standards published by the FAA in its

Airport Design advisory circular.

Caltrans Aeronautics recommended exploring other sites further from the runway, but does not recommend against the proposed site based on their evaluation of existing conditions.

The California Airport Land Use Planning Handbook discourages schools within the Traffic Pattern Zone, but does not prohibit them. The handbook's recommendations within specific zones are not meant to override local Airport Land Use Commission findings.

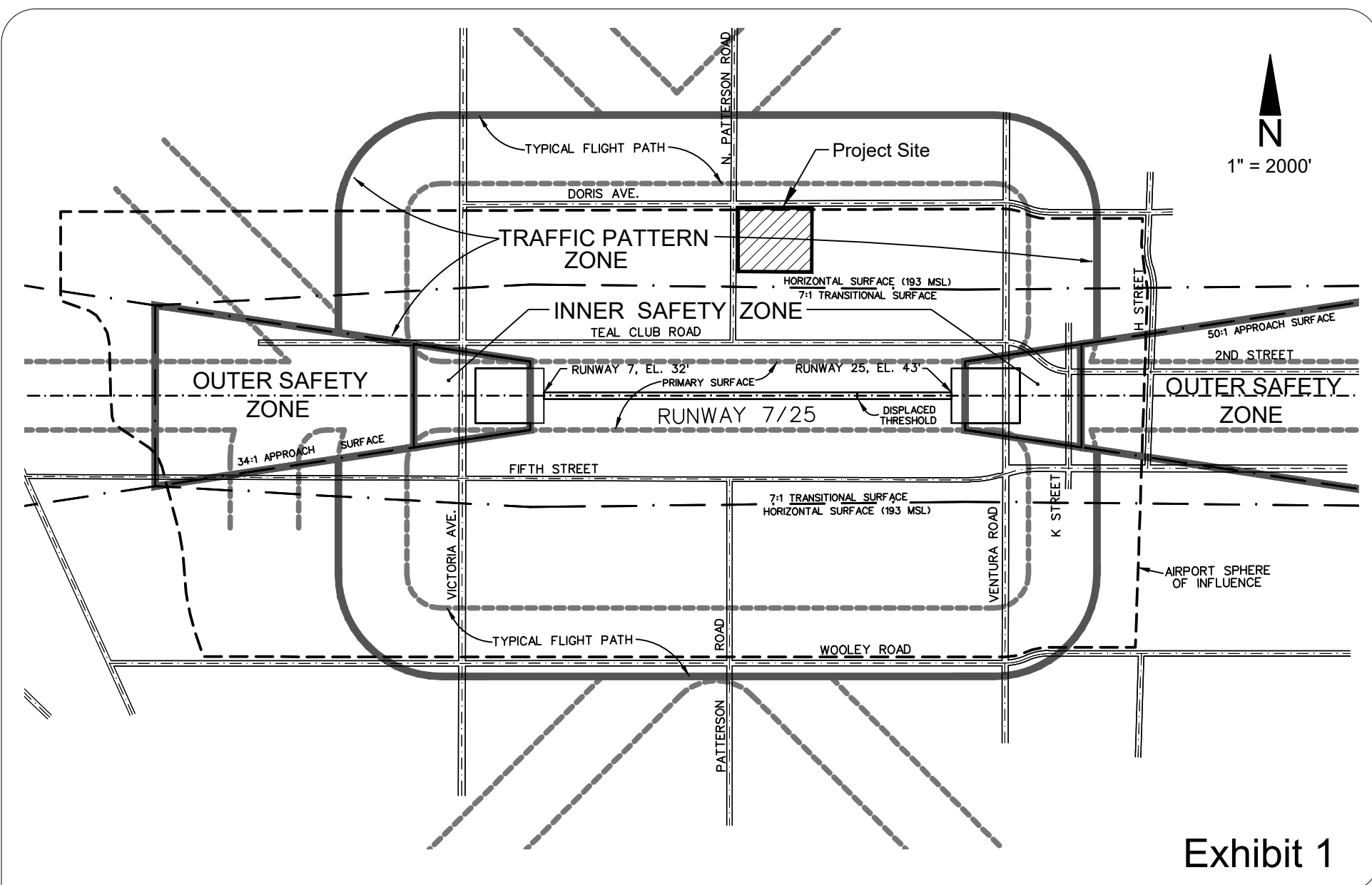
The project site lies within the Traffic Pattern Zone defined by Ventura County's updated Airport Comprehensive Land Use Plan. Schools are considered "unacceptable" within the TPZ. In a letter addressed to Caltrans Division of Aeronautics, the Ventura County Transportation Commission found the proposed project to be inconsistent with the CLUP, and stated concerns related to the students' safety in the event of an aircraft accident on site.

The County of Ventura Department of Airports found the school site to be unacceptable as proposed, referencing CLUP considerations, noise, and safety. Should the School District choose to pursue the site, the Department of Airports requests that an aviation easement be granted as a condition of development. They request the easement requires parent notification of proximity to the airport and the associated traffic pattern, noise, and safety hazards therein.

The project will contribute to the cumulative effect of reduction in potential emergency landing areas surrounding Oxnard Airport. However, lands north and west of the airport are devoted to agricultural or open space uses within the San Buenaventura-Oxnard Greenbelt, which is protected from future development. Those lands would therefore remain available for emergency landings if needed. The proposed project would convert about 25 acres currently in agricultural use north of the airport to education and administrative uses.

An aircraft accident can occur at any time and at any place. An accident within or near the project site could involve an aircraft taking off from or landing at Oxnard Airport or it could involve an aircraft enroute between two other airports, with no connection to Oxnard Airport. There is no way to completely guard against such occurrences. We can, however, assess the relative probability of an accident occurring within a specific area. One method of estimating aircraft accident potential within or immediately adjacent to the project site resulted in a probability of an occurrence every 462 years. However, there are no "standards" that specifically address this issue. Only local decision-makers can determine if this level of probability is acceptable to a proposed school within the Oxnard community.

The school site would likely be considered acceptable from an airspace obstruction-clearance perspective, but the CLUP deems schools to be "unacceptable" land uses within the Traffic Pattern Zone.



N
1" = 2000'

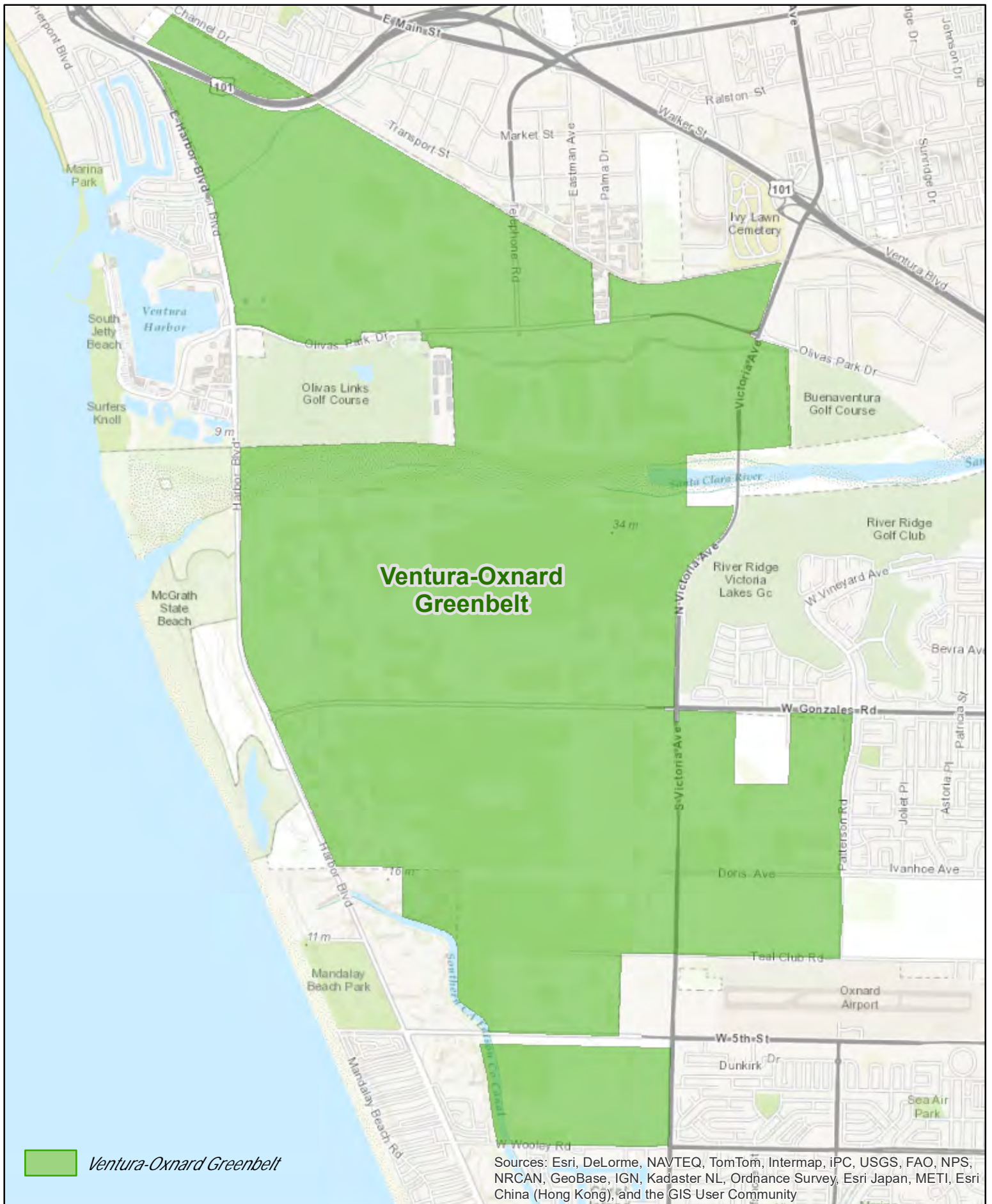
Exhibit 1

Note: FAA Runway Protection Zone Boundary and CLUP Inner Safety Zone Boundary are identical.

Date: 08/26/17

Client: **Tetra Tech**
 5383 Hollister Ave., Suite 130
 Santa Barbara, CA 93111
 Project: Doris Ave. & N. Patterson Rd.
 Exhibit: 1: Aviation Safety Criteria

Heliplanners www.heliplanners.com
 Aviation Planning Consultants
 41689 Enterprise Circle North, Ste 212,
 Temecula, California 92590 USA
 Office: (951) 693-5090
 Cell: (619) 694-9449

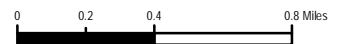


Ventura County
Resource Management Agency
Information Systems GIS Services
Map created on 04/03/2015



Exhibit 2

Ventura-Oxnard Greenbelt



Disclaimer: this map was created by the Ventura County Resource Management Agency Information Systems GIS, which is designed and operated solely for the convenience of the County and related public agencies. The County does not warrant the accuracy of this map and no decision involving a risk of economic loss or physical injury should be made in reliance therein



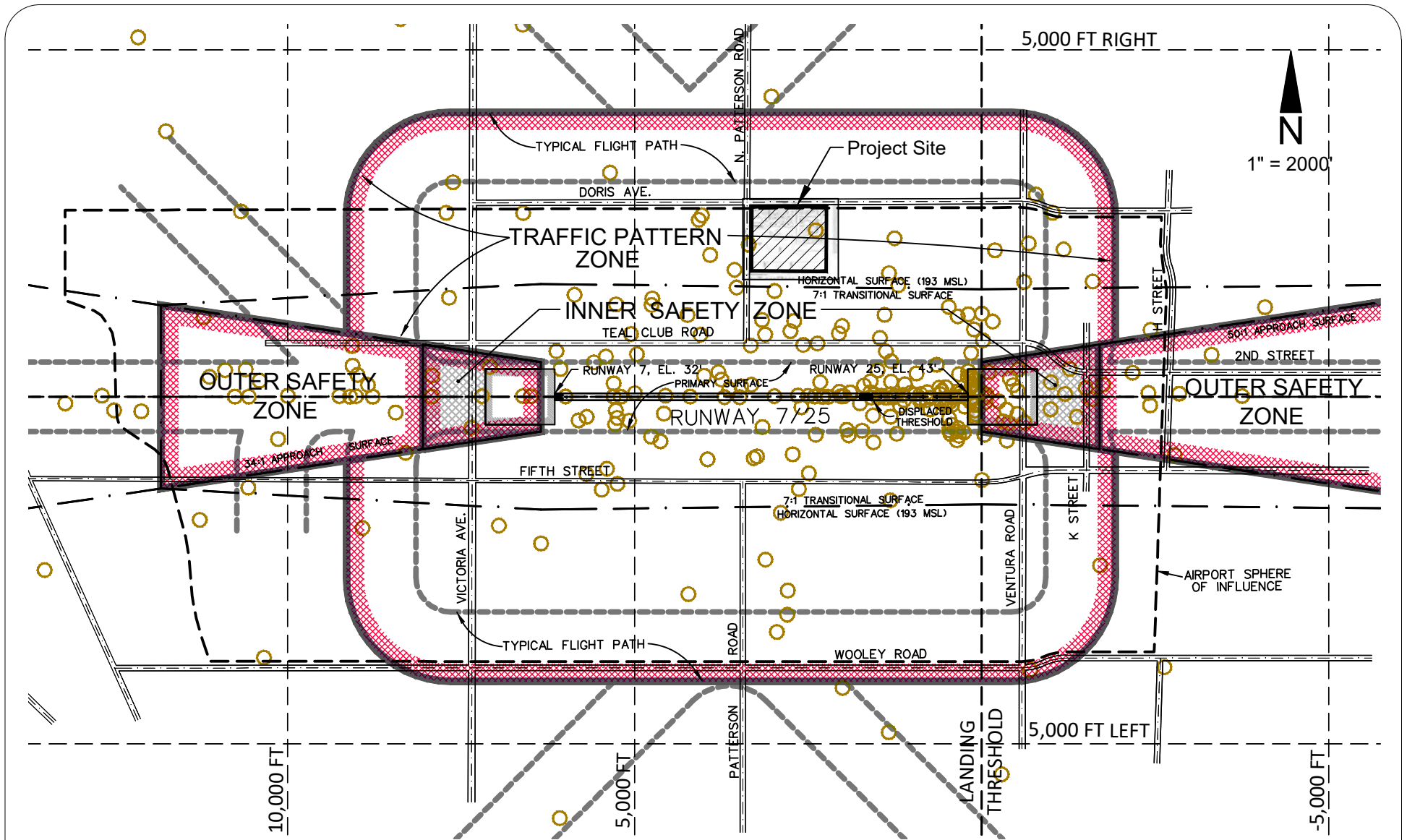


Exhibit F-1 Arrival Accidents (Runway 25)

Legend: Arrival Accident Location= ○

Source: State of California
 Department of Transportation
 Division of Aeronautics
 California Airport Land Use and
 Planning Handbook, October 2011
 FIGURE E-7, Pg E-32 - Arrival Accidents

Date: 09/11/17

Client: Tetra Tech
 5383 Hollister Ave., Suite 130
 Santa Barbara, CA 93111
 Project: Doris/Patterson Education Facilities
 Exhibit: F-1

Heliplanners www.heliplanners.com

Aviation Planning Consultants
 41689 Enterprise Circle North, Ste 212,
 Temecula, California 92590 USA
 Office: (951) 693-5090

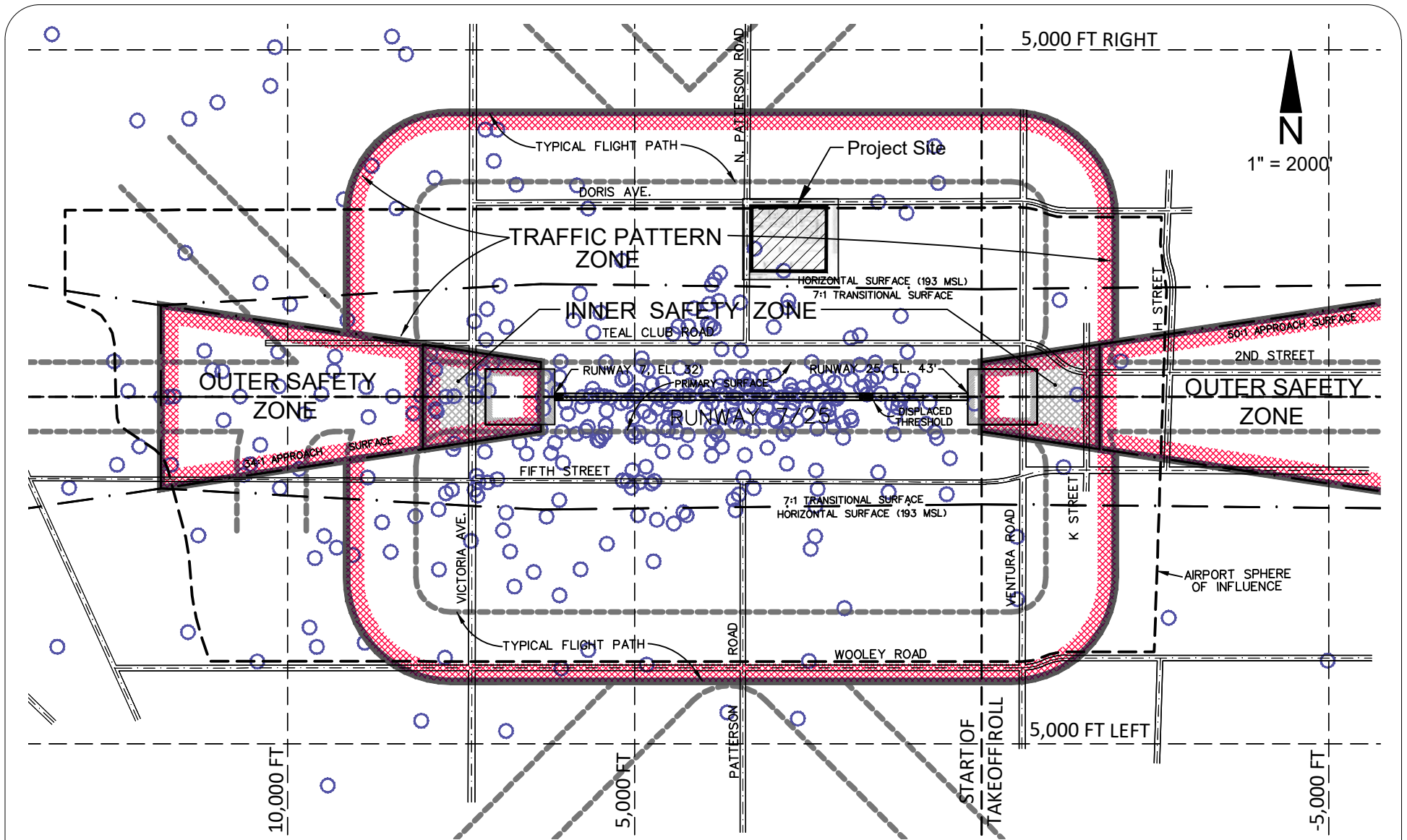


EXHIBIT F-2 Departure Accidents (Runway 25)

Legend: Departure Accident Location= ○

Source: State of California
 Department of Transportation
 Division of Aeronautics
 California Airport Land Use and
 Planning Handbook, October 2011
 FIGURE E-8, Pg E-33 - Departure Accidents

Date: 09/11/17

Client: Tetra Tech
 5383 Hollister Ave., Suite 130
 Santa Barbara, CA 93111
 Project: Doris/Patterson Education Facilities
 Exhibit: F-2

Heliplanners www.heliplanners.com

Aviation Planning Consultants
 41689 Enterprise Circle North, Ste 212,
 Temecula, California 92590 USA
 Office: (951) 693-5090



Phoenix Civil Engineering, Inc.

535 East Main Street Santa Paula, California 93060 805.658.6800
info@phoenixcivil.com www.phoenixcivil.com

Mr. Scott Gaudineer
Flewelling & Moody
1042 Monte Cristo Lane
Santa Barbara, CA 93108

November 9, 2017

Oxnard School District – Doris Avenue/Patterson Road Educational Facilities – Project Water Resource System Analysis

Dear Scott-

As part of the preliminary site analysis for the above project, the firm preparing the Project Environmental Impact Report (EIR) has requested information regarding the impact of the proposed project on the following resources: potable water system demand, wastewater system capacity and storm water drainage impact. As part of our analysis, several source documents were reviewed. These include:

- Initial Study, Doris Avenue/Patterson Road Educational Facilities Project, Tetra Tech, Inc., May 2017.
- City of Oxnard, Public Works Integrated Master Plan, Carollo Engineers, December 2015.
- City of Oxnard Drainage Master Plan of Drainage, Hawks and Associates, October 2003.
- Ventura County Technical Guidance Manual for Stormwater Quality Control Measures, Manual Update 2011.
- Final Draft Water Supply Assessment Teal Club Specific Plan, Milner-Villa Consulting, April 2015.

Background

The project site is located in unincorporated Ventura County, California and is within the Ventura County Save Open-Space and Agricultural Resources (SOAR) boundary. The project site is also within the City of Oxnard's Sphere of Influence (SOI) and City Urban Restriction Boundary (CURB). The Site comprises a portion of Lot 158, in the City of Oxnard, County of Ventura, State of California as shown on the Map of Patterson Ranch, recorded in Book 8, Page 1 of Maps in the office of the Ventura County Recorder (Portion of APN: 183-0-070-090). The project site consists of 1,088,824.84 square feet (approximately 25 acres). The project area is relatively flat and currently used for agriculture. It is surrounded by adjacent agricultural uses to the south, east and west. Located to the north of the project site is a residential neighborhood. Access to the project site is provided by North Patterson Road to the west and Doris Avenue to the north (Tetra Tech, 2017). Figure 1 shows the site and the existing utilities.

The Oxnard School District (District or OSD) proposes to construct and operate a new elementary, middle school and District administrative center on a 25-acre site at the southeast corner of Doris Avenue and North Patterson Road. The new schools are needed to accommodate existing and anticipated future enrollment in the District. The project site is located within unincorporated Ventura County and within

the City of Oxnard SOI area. The project will include a proposed reorganization which will be comprised of an annexation into the City of Oxnard and the Calleguas Municipal Water District and a detachment from the Ventura County Fire Protection District, the Ventura County Resource Conservation District, and Ventura County Service Areas 32 and 33. Pursuant to Government Code Section 66428(a)(2), and in compliance with City of Oxnard Municipal Code Section 15-11, under a statutory exemption in the Subdivision Map Act, a tentative map is not required for property transferred to or from a government agency proceeding under Government Code section 66428(a)(2). The District will process a General Plan Amendment (GPA), Pre-Zone (RZ) and an Annexation through the City of Oxnard. The projects will be required to be reviewed and recommended for approval to the City Council by the Planning Commission at a noticed public hearing prior to the City Council's public hearing process and final action. If the project is approved by the City Council, the City will file a Resolution of Application with the Ventura Local Agency Formation Commission (LAFCo). Upon approval of the annexation by LAFCo, and a 30-day reconsideration period, the annexation will be recorded and the site will be annexed into the City of Oxnard and eligible for all public services. The proposed project includes joint-use facilities to support a district office, 700 elementary school students in grades K-5, and 1,200 middle school students in grades 6-8. The new school facilities are designed to meet the educational and recreational needs of K-8 students- onsite. In total, the proposed project would comprise approximately 178,678 square feet (sq. ft.) of building and structures and provide 220 parking spaces onsite. In addition, the proposed project includes a variety of play fields and recreational areas to accommodate the recreational needs of the K-8 student's onsite. These facilities include soccer fields, tennis courts, hard courts, and play fields that are located to the south of the school buildings. An additional drop-off area for the play field area is provided along Patterson Road. A conceptual site plan is included as Figure 2. The project site will have a drought tolerant landscape that meets the 2009 Model Water Efficiency Landscape Ordinance (MWELo) regulations adopted by the Department of Water Resources (DWR). (Tetra Tech, 2017)

The City of Oxnard Public Works Integrated Master Plan (Master Plan) prepared by Carollo Engineers outlines the City's current and projected water, wastewater, recycled water and storm water systems within the City's Sphere of Influence. The document is divided into Project Memoranda (PM). The Master Plan document was utilized for reference as the project will be annexed into the City limits in the foreseeable future. However, the Master Plan document did not include specifics to the project area for each utility. In those cases, other resource documents were consulted for information.

Water Demand

Potable Water System

According to the City of Oxnard Master Plan Section 2.3 of Project Memorandum 2.2 (PM 2.,2), the city water sources come from three primary sources: local groundwater, groundwater from the United Water Conservation District (UWCD) and imported water from Calleguas Municipal Water District (CMWD). Figure 3 of that document shows that the City's historical water supply has fluctuated between 26,919 and 28,826 acre feet per year or an upper limit of 25 million gallons per day.

The Master Plan states that the community has already exceeded the reduction limits established by the State of California 2010 Urban Water Management Plan (UWMP). For the purpose of the Master Plan, the mandated 132 gallons per capita per day (gpcd) value was used. The Master Plan stated that the use of the mandated consumption value for planning purposes was conservative.

Section 2.4.9 of the project Initial Study provided the following with respect to the City's existing water supply: The proposed project includes joint-use facilities to support a district office, 700 elementary school students in grades K-5, and 1,200 middle school students in grades 6-8. In total, the proposed project would comprise approximately 178,678 square feet (sq. ft.) of building and structures and provide 220 parking spaces onsite. In addition, the proposed project includes a variety of play fields and recreational areas to accommodate the recreational needs of the K-8 students onsite.

The OSD institutes a standard educational schedule, resulting in approximately 181 school days. Applying an average demand factor of 5.4 gallons per student per school day (Mays 2001), the project will require an additional 1,857,060 gallons of water annually (5.7 acre-feet/year - AFY). (Tetra Tech, 2017).

This information is important because it is assumed that the projection of 5.4 gallons per student per school day includes irrigation. It is total water demand. Conversely, the Master Plan document uses a demand of 1,500 gallons per day per acre as the planning level consumption for a school site. It is based on the average water consumption of school sites located in the City and increased to account for future fluctuations. This value is considered conservative and equates to three times the amount of demand compared to the Initial Study figure. For purposes of this report, the value used in the Master Plan was used as it relates specifically to other school sites in the City.

The Master Plan includes all foreseeable development within the City's SOI. This project is within the SOI. However, the Master Plan does not have any recommended projects identified that are within the area of this project. There is an existing 12 inch diameter potable water pipeline that is located within Doris Avenue. It extends from Ventura Avenue west to the intersection of Doris Avenue and Patterson Road. It is looped into the residential tract to the north of the project. The daily flow rates associated with the operation of the school are:

- Approximately 37,500 gallons per day (1,500 gpd/ac x 25 ac)
- School site is 13 acres of buildings/hardscape (1,500 gpd/ac x 14 ac = 19,500 gallons per day)
- Irrigation uses constitute 12 acres (1,500 gpd/ac x 12 ac = 18,000 gallons per day)

Assuming an 8 hour day for school occupancy that is approximately 2,450 gallons per hour (19,500 gallons/8 hours). This flow for the school will sufficiently be supplied by the existing 12 inch diameter water pipeline. It is assumed that the irrigation activities will occur during an 8 hour period at night. No additional pipeline improvements are needed for the potable water system.

Fire System Supply Requirements

PM 2.3 of the Master Plan outlines the impacts to the existing water distribution system associated with the projected fire flow demands required city-wide. With respect to fire flow for the proposed school, it is assumed that the facility will be constructed using fire sprinklers. Information provided in the project Initial Study indicates that the largest building square footage is 45,312 sf. Table B105.1 in the California Building Code (CBC, 2016) states that a building with construction Type IIA (commonly found in new school buildings) requires a fire flow of 3,000 gallons per minute for 3 hours. There is no reduction in required flow rate for school buildings. Converting the 3,000 gpm flow rate to velocity yields a value of

8.5 feet per second (fps). While this is slightly more than the recommended maximum of 7 fps, the duration is short. Based on this analysis, the existing pipeline is adequate for the potable water and fire fighting demands of the school. No additional offsite pipeline infrastructure is required to meet the fire demands of the Project.

Recycled Water System

The City's Master Plan document uses a demand of 1,500 gallons per day per acre as the planning level consumption for a school site. It is based on the average water consumption of school sites located in the City and increased to account for future fluctuations. This value is considered conservative and equates to three times the amount of demand compared to the Initial Study figure. For purposes of this report, the value used in the Master Plan was used as it relates specifically to other school sites in the City. As part of this project and consistent with the Master Plan the school site has the capability of taking recycled water from the City's Phase 1A backbone system. This pipeline is installed in N. Ventura Road. Project Memorandum (PM) 4.2, shows the backbone pipeline as 14.5 inches in diameter at the project site. The pipeline originates at the Advanced Water Purification Facility (APWF) in the southern area of Oxnard and extends to River Park development at the north end of the City. If the District wanted to offset the irrigation demand of the site, recycled water infrastructure could be extended to the site. That would require a pipeline approximately 3,300 feet long. For planning purposes, an 8 inch diameter pipeline would be sufficient to meet the proposed school irrigation demands. The Master Plan PM 4.1 Section 2.0 states that the approach presented in the document consists of a focus on recycled water for irrigation use, for both urban and agricultural irrigation, as well as aquifer storage recovery/indirect potable reuse/direct potable reuse. (Carollo Engineers, 2015).

The proposed site that is landscaping is shown on Figure 2. The entire site is approximately 25 acres in size (closer to 26.8 acres with periphery improvements). Of that figure, the irrigated areas make up 12.8 acres (48% of the site area). The irrigation demands for existing and future developments are identified in the Master Plan with magnitudes greater than the Project. Using a 50% indoor/50% outdoor use split, the irrigation demand would be 750 gpd/ac (1,500 gpd/ac listed in the Master Plan for schools divided by 2). Therefore, the potential recycled water demand that the school site could utilize would be 3.5 AFY (3 irrigation days per week for 40 weeks – assumed due to mild climate over 12.8 acres converted to AFY). The project will require a recycled water pipeline extension from N. Ventura Ave to the site to serve recycled water to the irrigation system. This will reduce the Project water demand by 61% (3.5/5.7 AFY).

Wastewater System Capacity

Wastewater generated at the Project site will need to be transported to the City of Oxnard Wastewater Treatment Plant located in the southern boundary of the City. The City has an extensive network of collection pipelines that range from 6 inches to 66 inches in diameter. (Carollo Engineers, 2015). It is estimated that the wastewater generated at the Project site will be consistent with the City's Master Plan estimation for similar uses (schools). Without water meter information for the specific site, it is difficult to calculate the quantity of wastewater to be generated for the Project. However, it is assumed that 50% of the water consumption would be wastewater generation (indoor uses). Different communities vary in actual indoor consumption. This assumption is conservative for planning purposes. Based on the assumption, that translates to half of the projected water demand over the occupied timeframe at the

school of 181 days. The wastewater generation would be 928,530 gallons annually (2.85 gallons per student per day). The daily load would equal 5,130 gallons which will occur over an 8 hour period. Finishing the calculation yields a value of 10.7 gallons per minute average flow generated from the Project.

The City's Master Plan document includes PM 3.3 which outlines the existing collection system infrastructure. Figure 1 of that document shows an existing 8 inch diameter pipeline located in Patterson Road adjacent to the project site. That pipeline is a gravity sewer pipeline and transports flow to the south to Teal Club Road trunk sewer. It is assumed that this pipeline was installed as part of the residential tract to the north as there are no connections to this pipeline on the existing Project site. The City of Oxnard sewer atlas drawings show an existing 15 inch diameter sewer gravity pipeline also located in Patterson Road. This pipeline is parallel to the existing 8 inch diameter pipeline and collects wastewater from a portion of the residential tract and transports the flow to Teal Club Road. Teal Club Road has a 21 inch diameter sewer pipeline that collects flow and transports it to the west where it heads south on Victoria Avenue. There are no wastewater facilities located in Doris Avenue. Figure 3 of Project Memorandum (PM) 3.3 shows that the site is located in Collection Basin 10. The City's Master Plan shows that there are no capacity issues in the Teal Club Road trunk sewer pipeline or the pipelines located in Patterson Road. Discussion with the City Public Works Department during design will determine if the 8- or 15 inch diameter pipeline is connected to for serving the school site. The addition of the school project is assumed to not cause capacity improvements in the existing collection system.

Storm Water Drainage Impact

The 2003 City Master Plan of Drainage anticipated development of the open space in the area of the Project. That document identified the necessary storm drain infrastructure needed to serve the area. In that document, the recommended improvements in the area of the Project included storm drainage piping on the east side of Patterson Road from Doris Avenue to Teal Club Road. That document showed the proposed facilities starting out as a 30 inch diameter reinforced concrete pipe extending approximately to the southern boundary of the Project. Then a 36 inch diameter reinforced concrete pipe extending to approximately 250 feet from the intersection with Teal Club Road where the storm drainage system would transition to a 42 inch diameter reinforced concrete pipe. These facilities have not been constructed. As the area developed in the SOI in the area of the project, other drainage piping recommendations are outlined in the 2003 Master Plan of Drainage.

The 25 acre Project site shall include approximately 12.8 acres of pervious areas (48% of the site area). The remainder of the site is comprised of hardscape (pavement, parking lots, structures). The site elevations range from 43 feet in the northwest corner of the parcel to 37 feet in the northeast corner of the parcel. The southern boundary of the school parcel range from 42 feet in the southeast to 40 feet in the southwest. The historical agricultural drainage was routed to the southwest. There is an existing agricultural drainage ditch along the east side of Patterson Road that starts at the southwest corner of the parcel and drains to the south where the ditch connects to the drainage channel along Teal Club Road. Patterson Road acts as a high point between the Project site and the agricultural fields to the west. Additionally, there is an unimproved agricultural drainage ditch that is located along the entire south side of the Project site. The flows are conveyed to the west where it connects to the Patterson Road ditch discussed above. The drainage along Doris Avenue is divided. The northern half of the street flows to

the north where it then flows to the west. The southern half of the street flows onto the Project site (existing agricultural field).

The proposed project shall install curb and gutter improvements along the north and south sides of the parcel. There will be an access road on the east side of the Project and that paved road shall have curb and gutter along the west side. These facilities will route non-Project site storm water around the parcel. The Project improvements will include post construction best management practices (BMPs) to manage the storm flows generated by the hardscape portion of the Project. The existing agricultural site conditions shall be considered similar to the proposed landscaped areas on the Project site. Site improvements intended to deal with the Project storm water shall be designed in accordance with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures, Manual Update 2011. It is intended to utilize BMPs such as a dry extended detention basin (TCM-1) coupled with hydrodynamic separation devices (PT-1) for the parking lot areas. The groundwater is anticipated to be relatively close to the surface so infiltration BMPs such as dry wells may not be preferable. The Ventura County Hydrology Manual states that the soil type in the Project area is Soil Number 3.

The Ventura County Hydrology Manual (2017) states that the 24 hour rainfall events for the Project area are as follows:

- 10 year = 4.01 inches
- 25 year = 4.81 inches
- 50 year = 5.39 inches
- 100 year = 5.97 inches

The southern portion of the Project site are soccer fields totaling 6.7 acres of the parcel. As part of this Project, those areas would be depressed 8 inches below the surrounding grade (or conversely an 8 inch tall earthen berm would be constructed along the western, eastern and southern boundaries to collect and detain the storm runoff from the Project. At that depth, this area would collect 195,640 cubic feet (4.5 acre feet) of runoff. This runoff could be detained for up to two days and then the remainder released to the existing agriculture ditch or concrete pipe system recommended in the 2003 Master Plan of Drainage. Preliminary calculations indicate that 5 acre feet of runoff would be generated by a 100 year storm event. The project site could detain that volume with only 0.5 acre feet of runoff.

The parking lot areas would drain to the south field detention areas. The parking lot areas would be filtered to collect the trash, debris and oil/petroleum products out of the runoff prior to discharge onto the field detention areas. The proprietary hydrodynamic filter systems have not been identified at this time, but will be part of the design efforts. Each parking lot will have one device for treating that specific area. Rooftop runoff will be concentrated in gutters and directed to nearby landscape areas located within the campus to promote percolation whenever possible.

Conclusion

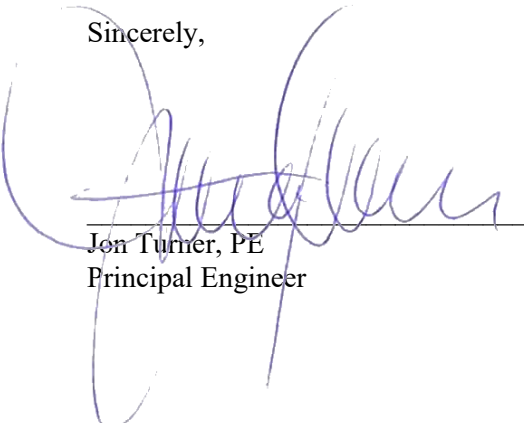
The proposed Project appears to have been anticipated and planned for by the City of Oxnard. The water infrastructure adjacent to the site incorporates adequate facilities to serve the Project. The existing 12 inch diameter pipeline is adequately sized to meet the anticipated potable water demand as well as the fire system demand based on the California Building Code. There is no need for potable pipeline infrastructure improvements associated with the Project. The City of Oxnard Public Works Integrated Master Plan documents that the City has a plan in place for moving away from groundwater extraction and to indirect or direct potable reuse projects. Due to changes in local groundwater policies from past practices has moved the City closer to the reuse of its high quality recycled water for potable uses. The City will continue to support recycled water use for irrigation purposes as those projects offset the use of potable water for landscape and agriculture. Past projects implemented by the City have established a recycled water system and backbone network of pipelines to support projects in the City so the use of recycled water can occur. Adjacent to the Project there exists a pipeline capable of delivering recycled water to the Project. The use of recycled water to offset the potable water demand of the Project would require construction of 3,300 feet of 8-inch diameter pipeline in Doris Avenue.

Wastewater infrastructure in the area of the Project has also been installed as part of past projects. This allows for the connection to the Project. It is not envisioned that any wastewater projects are required for the development of the Project. The Master Plan does not reflect any wastewater collection system capital improvement projects in the area of the Project site. The school will connect to either the 15 inch or 8 inch diameter wastewater collection pipes that are present in Patterson Road.

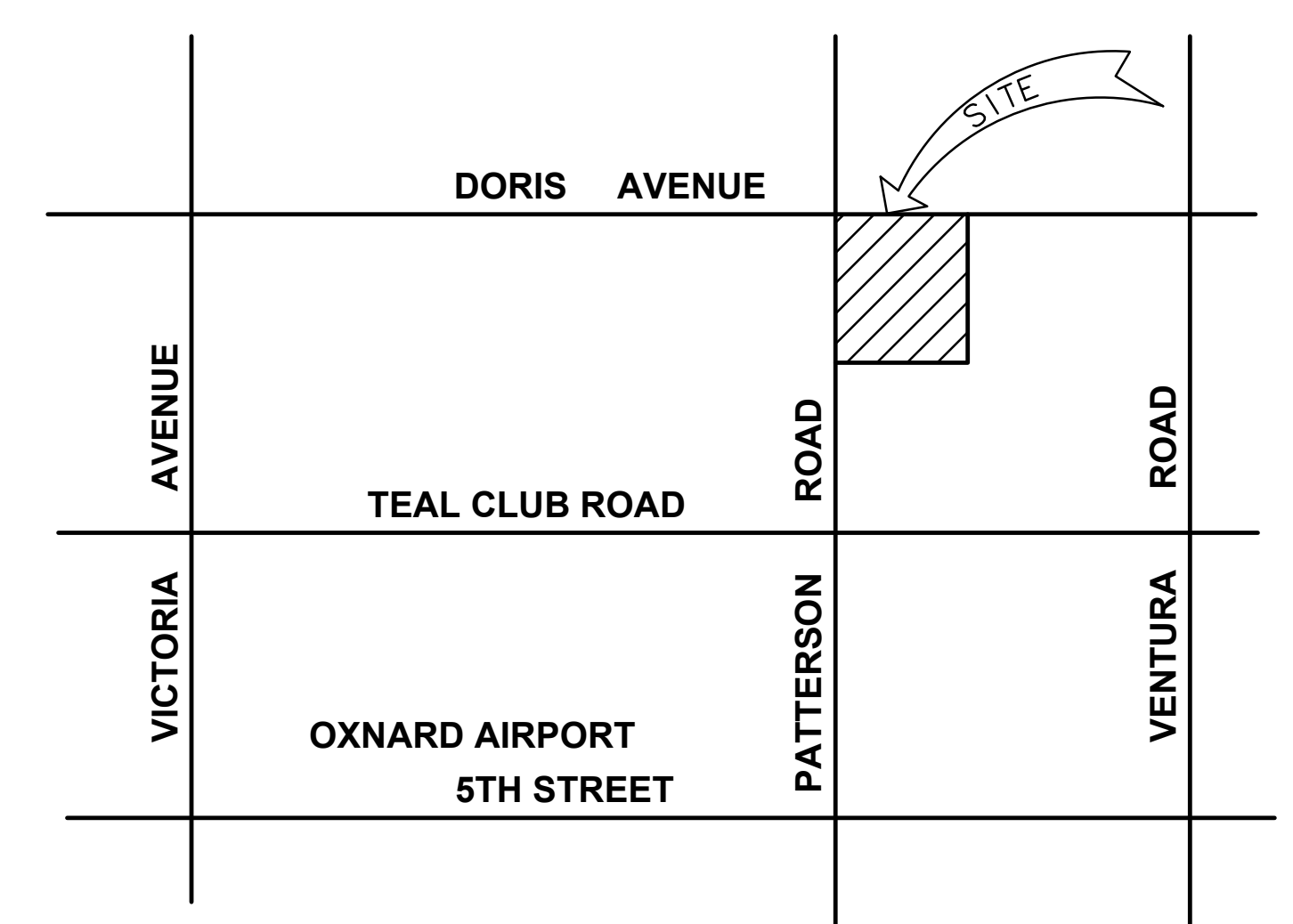
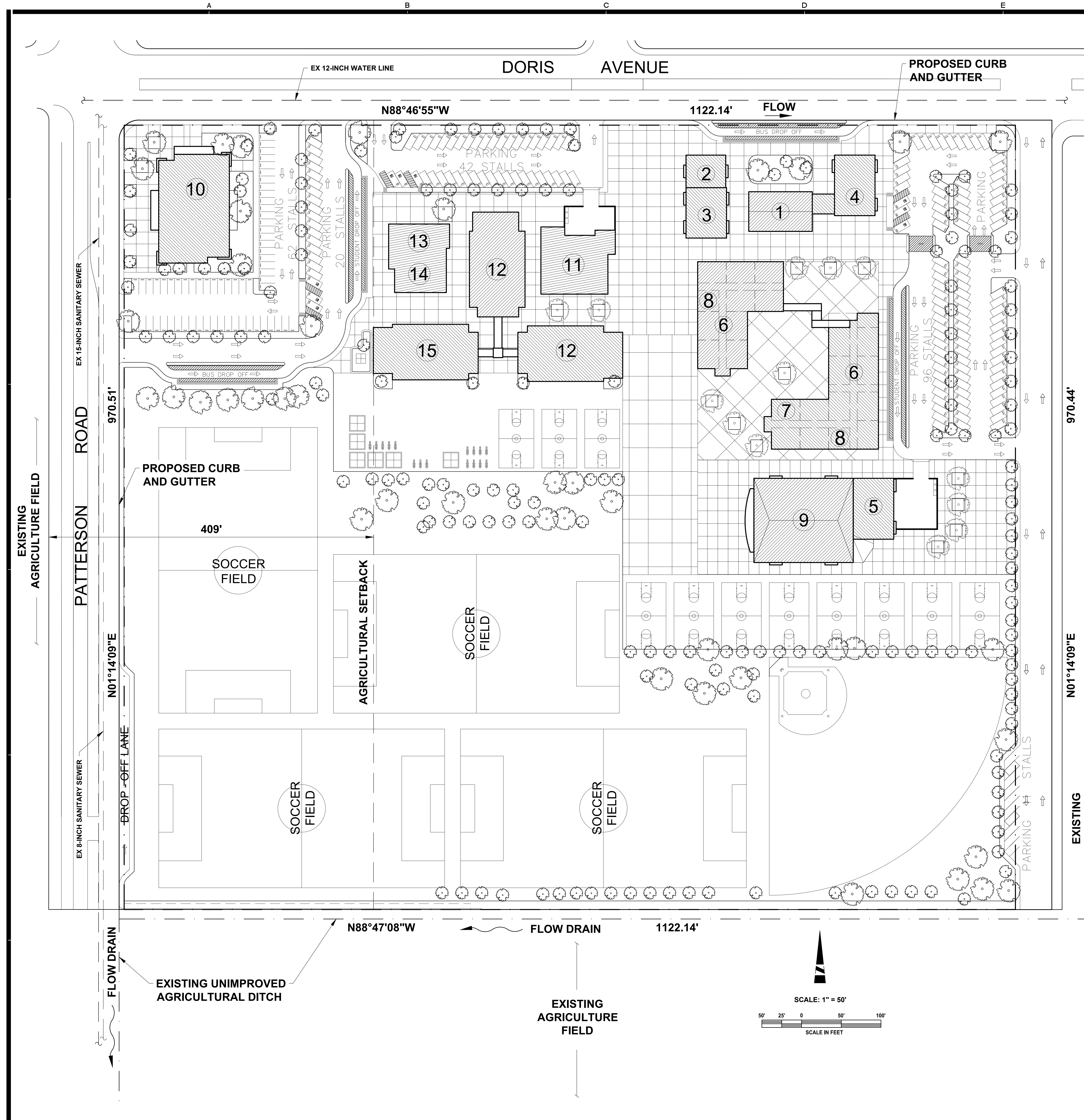
The 2003 City Master Plan of Drainage anticipated development of the open space in the area of the Project. That document identified the necessary storm drain infrastructure needed to serve the area. This was prior to the implementation of the Municipal Separate Stormwater Sewer System (MS4) requirements in the late 2000s. Those requirements further restricted developments from direct discharge of storm water without treatment and/or detention or retention onsite. The Project shall incorporate detention of the anticipated storm flows generated from certain storm events as well as proprietary filtration systems as part of the post construction best management practices. Onsite hydrodynamic treatment systems shall treat the storm water prior to discharge to the offsite system. The proposed project should anticipate having to install the identified storm drainage piping infrastructure along Patterson Road from the Project site to the existing Teal Club Road facility.

Please let me know if you have any questions or would like to discuss my review comments.

Sincerely,



Jon Turner, PE
Principal Engineer



VICINITY MAP
N.T.S.

LEGEND

| | | |
|--|-----------------|----------------------------|
| 1. ADMIN. BLDG. FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 4,200 S.F. 4,200 S.F. |
| 2. MEDIA CENTER FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 2,153 S.F. 2,153 S.F. |
| 3. VISUAL ARTS & MUSIC FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 3,400 S.F. 3,400 S.F. |
| 4. STUDENT SUP. PARENT/ CONFERENCE CENTER FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 4,083 S.F. 4,083 S.F. |
| 5. FOOD SERVICES FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 3,900 S.F. 3,900 S.F. |
| 6. 2 STORY / 41 C.R. BLDG FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 22,656 S.F. 45,312 S.F. |
| 7. 2 STORY / SCIENCE BLDG FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 1,300 S.F. 2,600 S.F. |
| 8. 2 STORY / RESTROOMS FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 1,500 S.F. 3,000 S.F. |
| 9. GYMNASIUM FOOTPRINT: BLDG. SQ. FT.: | (35 FT. HEIGHT) | 13,934 S.F. 13,934 S.F. |
| 10. 2 STORY / DISTRICT OFFICE FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 12,434 S.F. 24,868 S.F. |
| 11. MULTI-PURPOSE & FOOD SERV. BLDG FOOTPRINT: BLDG. SQ. FT.: | (22 FT. HEIGHT) | 5,375 S.F. 5,375 S.F. |
| 12. 2 STORY / 23 C.R. BLDG FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 3,600 S.F. 3,600 S.F. |
| 13. ADMIN. FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 3,005 S.F. 3,005 S.F. |
| 14. MEDIA CENTER & STUDENT SUPPORT SERV. FOOTPRINT: BLDG. SQ. FT.: | (20 FT. HEIGHT) | 2,700 S.F. 2,700 S.F. |
| 15. 2 STORY / KINDERGARTEN FOOTPRINT: BLDG. SQ. FT.: | (25 FT. HEIGHT) | 1,510 S.F. 1,510 S.F. |
| | | 9,173 S.F. 18,346 S.F. |



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815 Colorado Blvd. Suite 200
Los Angeles, CA 90004
323.543.8300 FAX 323.543.8198
E-Mail: fw.pasadena@flewmoo.com

ANTELOPE VALLEY OFFICE:
1035 West Lancaster Boulevard
Lancaster, California 93534
661.949.0771 FAX 661.949.2843
E-Mail: fw.lancaster@flewmoo.com

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PREPARED BY:
PHOENIX CIVIL ENGINEERING, INC.
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CONCEPTUAL
DORIS / PATTERSON
SITE PRELIMINARY STUDY

DORIS / PATTERSON
OVERALL SITE PLAN

Job No.

2749

Date

FIGURE 1
UTILITIES



KUNZMAN ASSOCIATES, INC.

DORIS PATTERSON EDUCATIONAL FACILITIES

TRAFFIC IMPACT ANALYSIS

November 2, 2017



DORIS PATTERSON EDUCATIONAL FACILITIES

TRAFFIC IMPACT ANALYSIS

November 2, 2017

Prepared by:

Carl Ballard, LEED GA ■ William Kunzman, PE



KUNZMAN ASSOCIATES, INC.

1111 Town & Country Road, Suite 34 ■ Orange, California 92868

5005 La Mart Drive, Suite 201 ■ Riverside, California 92507

(714) 973-8383 ■ www.traffic-engineer.com

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DORIS PATTERSON EDUCATIONAL FACILITIES

TRAFFIC IMPACT ANALYSIS

This report contains the traffic impact analysis for the proposed Doris Patterson Educational Facilities project. The project site is located in the southeast corner of the Patterson Road and Doris Avenue intersection in unincorporated Ventura County and within the City of Oxnard Sphere of Influence. The Oxnard School District is proposing to develop the approximately 25 acre joint-use project site to consist of a new elementary (K-5) school with 700 students, a new middle school (6-8) with 1,200 students, and a new 24,868 square foot District Office. The project site is proposed to provide access to Patterson Road and Doris Avenue.

The traffic impact analysis contains documentation of existing traffic conditions, trips generated by the project, distribution of the project trips to roads outside the project, calculation of existing plus project traffic conditions¹, determination of Opening Year (2020) traffic conditions without and with the project, and an analysis of Interim Year (2021) traffic conditions without and with project traffic conditions. Each of these topics is contained in a separate section of the report. The first section is “Findings”, and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

¹ The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.

I. FINDINGS

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

A. Definition of Deficiency and Significant Impact

The performance criteria used for evaluating traffic volumes and roadway capacities are based on the City of Oxnard standards of Intersection Capacity Utilization methodology for calculating Levels of Service at signalized intersections during the morning and evening peak hours. For unsignalized intersections, the Highway Capacity Manual delay methodology was used.

According to the City of Oxnard criteria, Level of Service C during the peak hours is considered the worst acceptable Level of Service for an intersection. A project causes a significant impact if it contributes 0.02 or more to the Intersection Capacity Utilization value at an intersection operating at Level of Service C or worse during the peak hours. If the addition of project traffic volumes increases by 0.02 or more at an intersection operating at Level of Service C or worse, it should be mitigated to the Level of Service identified without the addition of the project traffic volumes.

B. Existing Traffic Conditions

1. The project site is currently vacant and not generating significant trips.
2. The study area includes the following intersections:

| Study Intersections | Jurisdiction |
|---|--|
| Victoria Avenue (NS) at: Gonzales Road (EW) - #1 Doris Avenue (EW) - #2 Teal Club Road (EW) - #3 5th Street (EW) - #4 Wooley Road (EW) - #5 | City of Oxnard County of Ventura City of Oxnard/County of Ventura ² City of Oxnard City of Oxnard |
| Patterson Road (NS) at: Gonzales Road (EW) - #6 Doris Avenue (EW) - #7 Project North Driveway (EW) - #8 Project South Driveway (EW) - #9 Teal Club Road (EW) - #10 | City of Oxnard City of Oxnard/County of Ventura ² County of Ventura ² County of Ventura ² City of Oxnard/County of Ventura ² |
| Project West Driveway (NS) at: Doris Avenue (EW) - #11 | City of Oxnard |

² Within City of Oxnard Sphere of Influence.

| | |
|---|--|
| Project Central Driveway (NS) at: Doris Avenue (EW) - #12 | City of Oxnard |
| Project East Driveway (NS) at: Doris Avenue (EW) - #13 | City of Oxnard |
| Daffodil Way (NS) at: Doris Avenue (EW) - #14 | City of Oxnard |
| Middle School Roadway (NS) at: Doris Avenue (EW) - #15 Project North Driveway (EW) - #16 Project South Driveway (EW) - #17 | City of Oxnard County of Ventura ² County of Ventura ² |

- The study intersections currently operate at acceptable Levels of Service during the peak hours for Existing traffic conditions (see Table 1), except for the following study intersection that currently operates at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Teal Club Road (EW) - #3

C. Traffic Impacts

- The Oxnard School District is proposing to develop the approximately 25 acre joint-use project site to consist of a new elementary (K-5) school with 700 students, a new middle school (6-8) with 1,200 students, and a new 24,868 square foot District Office. The project site is proposed to provide access to Patterson Road and Doris Avenue.
- The proposed development is projected to generate a total of approximately 3,551 daily vehicle trips, 990 trips of which will occur during the morning peak hour and 306 trips of which will occur during the evening peak hour (see Table 2).
- The study intersections are projected to operate at acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions (see Table 3), except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, with improvements.

4. The project trips significantly impact the following study intersections for Existing Plus Project traffic conditions (see Table 4)³:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

5. Traffic signals are projected to be warranted at the following study intersections for Existing Plus Project traffic conditions (see Appendix D):

Victoria Avenue (NS) at:
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

6. The study intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2020) Without Project traffic conditions (see Table 5), except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) Without Project traffic conditions.

7. The study intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2020) With Project traffic conditions (see Table 6), except for the following study intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1

³ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015).

Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) With Project traffic conditions.

8. The project trips significantly impact the following study intersections for Opening Year (2020) traffic conditions (see Table 7) ⁴:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

9. The study intersections are projected to operate at acceptable Levels of Service during the peak hours for Interim Year (2021) Without Project traffic conditions (see Table 8), except for the following study intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3
5th Street (EW) - #4

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) Without Project traffic conditions.

10. The study intersections are projected to operate at acceptable Levels of Service during the peak hours for Interim Year (2021) With Project traffic conditions (see Table 9), except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3
5th Street (EW) - #4

Patterson Road (NS) at:
Doris Avenue (EW) - #7
Teal Club Road (EW) - #10

⁴ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015).

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) With Project traffic conditions.

11. The project trips significantly impact the following study intersections for Interim Year (2021) With Project traffic conditions (see Table 10)⁵:

Victoria Avenue (NS) at:

- Doris Avenue (EW) - #2
- Teal Club Road (EW) - #3
- 5th Street (EW) - #4

Patterson Road (NS) at:

- Doris Avenue (EW) - #7
- Teal Club Road (EW) - #10

D. Conclusions

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project/Opening Year (2020) With Project/Interim Year (2021) With Project traffic conditions (see Tables 3, 5, and 9).

E. Recommendations

1. Site specific circulation and vehicular access recommendations are depicted on Figure 30.
2. Construct Patterson Road from Doris Avenue to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
3. Construct Doris Avenue from Patterson Road to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
4. The project shall provide sufficient parking spaces to meet the City of Oxnard parking code requirements in order to service on-site parking.
5. Sight distance at the project accesses shall comply with standard California Department of Transportation and City of Oxnard sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits. No slope or object over 30 inches shall be in the line of sight area.

⁵ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015).

6. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
7. As is the case for any roadway design, the City of Oxnard should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

II. PROJECT DESCRIPTION

This section discusses the project's location and proposed development. Figure 1 shows the project location map and Figure 2 illustrates the site plan.

A. Location

The project site is located in the southeast corner of the Patterson Road and Doris Avenue intersection in unincorporated Ventura County and within the City of Oxnard Sphere of Influence.

B. Proposed Project

The Oxnard School District is proposing to develop the approximately 25 acre joint-use project site to consist of a new elementary (K-5) school with 700 students, a new middle school (6-8) with 1,200 students, and a new 24,868 square foot District Office. The project site is proposed to provide access to Patterson Road and Doris Avenue.

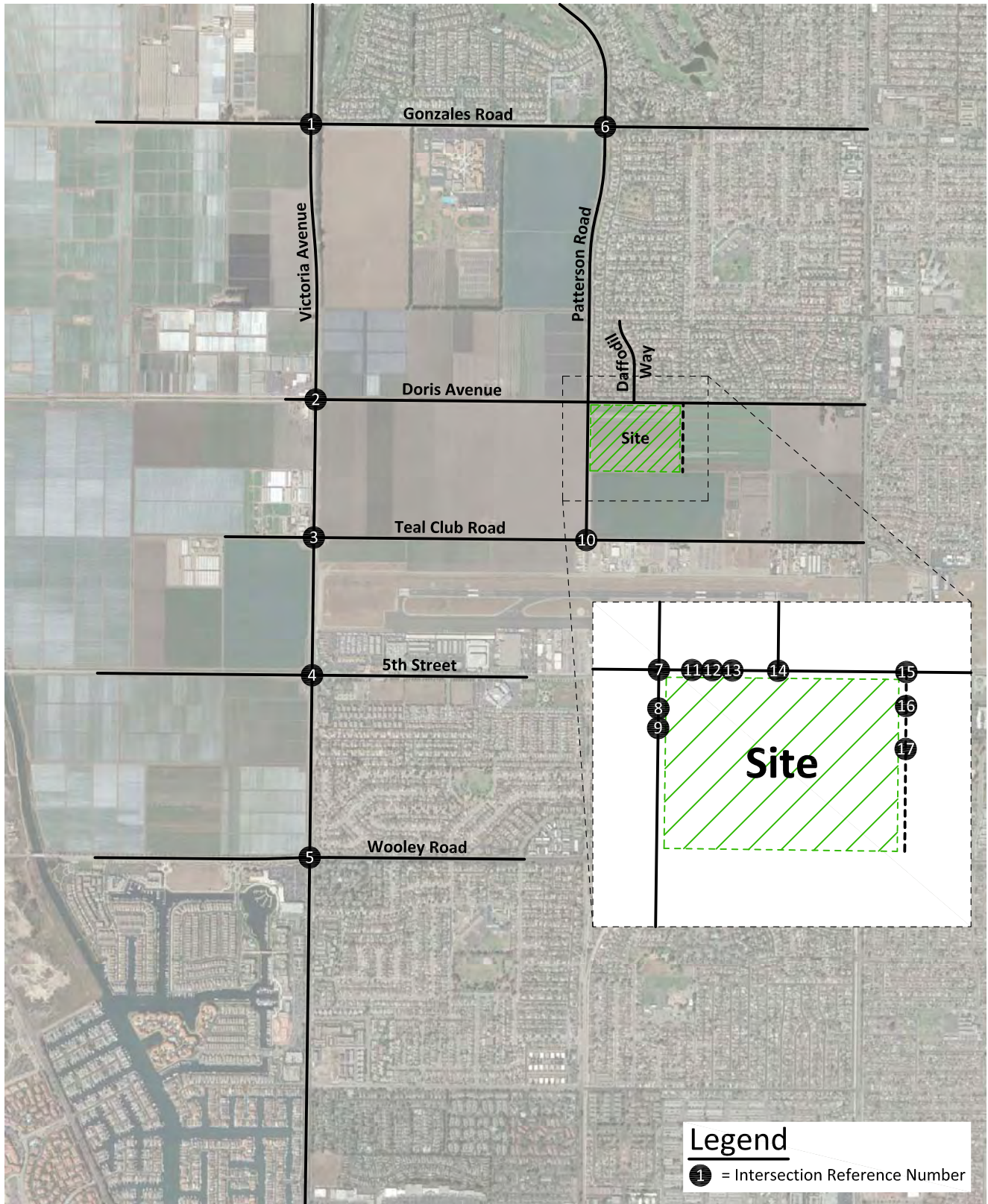
The following describes the proposed land uses from a traffic engineering viewpoint:

Elementary School: As a result of late morning starting and early afternoon quitting times, elementary schools do not greatly affect the peak hour traffic volumes. The biggest component of traffic volumes are student drop-off and pick-up by parents.

Middle School: As a result of their late morning starting and early afternoon quitting times, they do not appreciably affect the street peak hour traffic flow. On a daily basis, student drop-off and pick-up by parents will generate more traffic volumes than teachers commuting.

District Office: Offices will have pronounced peak traffic during the morning and evening peak hour periods as employees arrive and depart.

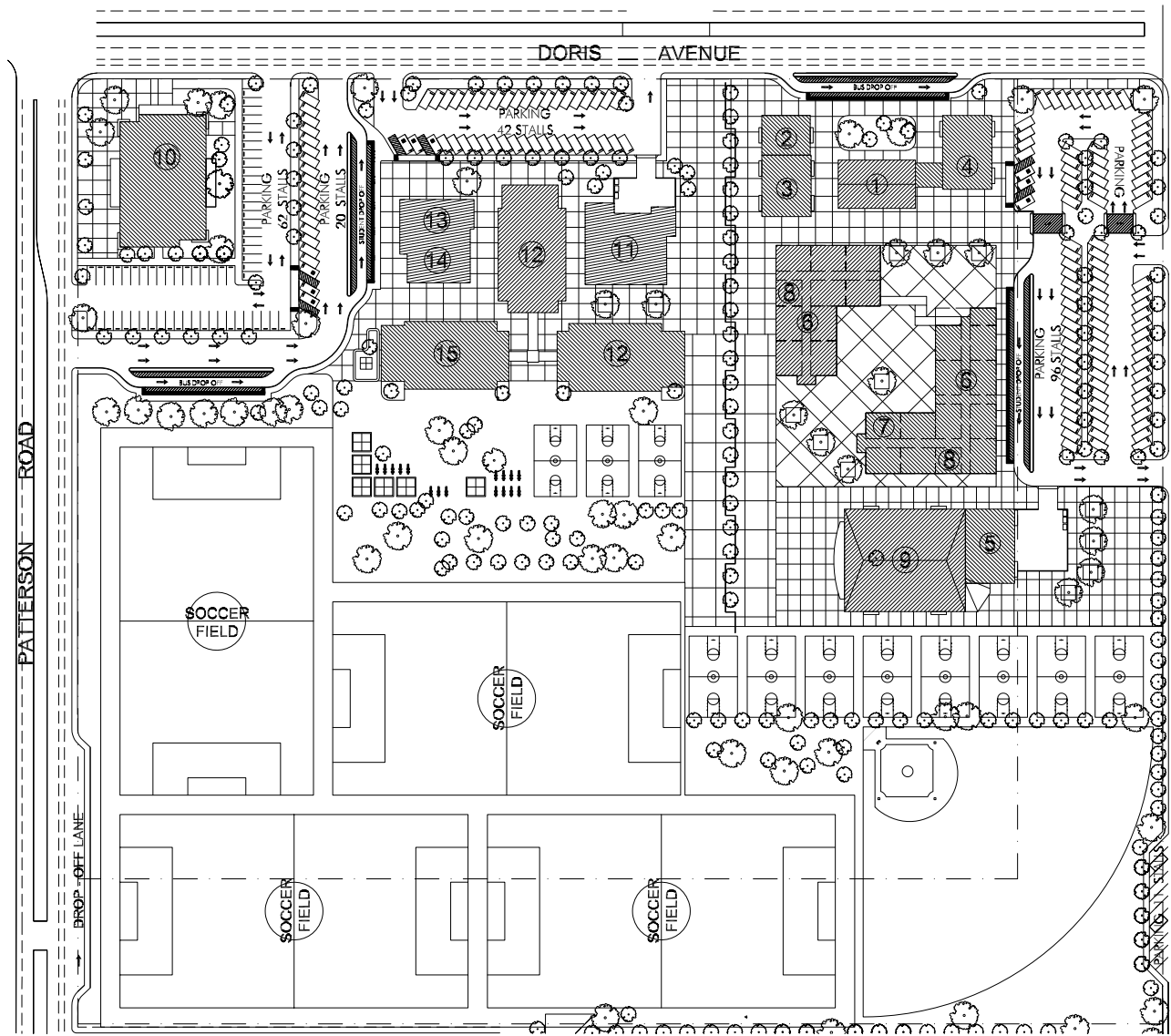
Figure 1
Project Location Map



Legend
 ① = Intersection Reference Number



Figure 2
Site Plan



III. CONGESTION MANAGEMENT PROGRAM METHODOLOGY

This section discusses the Ventura County Congestion Management Program (2009). The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

A. County Congestion Management Program

The Congestion Management Program is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five-year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses.

Although each county has developed standards for preparing traffic impact analyses, traffic impact analysis requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

The general approach for conducting a traffic impact analysis is that existing weekday peak hour traffic volumes are counted and the percent of roadway capacity currently used is determined. Then growth in traffic volumes are accounted for and added to existing traffic volumes and the percent of roadway capacity used is again determined. Then, the project trips are added and the percent of roadway capacity used is again determined. If the new project adds traffic volumes to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic volumes were added.

If the project size is below a certain minimum threshold level, then a project does not have to have a traffic impact analysis prepared, once it is shown or agreed that the project is below the minimum threshold. If a project is bigger than the minimum threshold size, then a traffic impact analysis is required.

B. Prescribed Methodology for a Traffic Impact Analysis

The traffic impact analysis must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Ventura County, the monitored intersections are

contained in the Congestion Management Program. According to the Congestion Management Program, the minimum acceptable standard for traffic operations is Level of Service E during the peak hours.

The performance criteria used for evaluating traffic volumes and roadway capacities are based on the City of Oxnard standards of Intersection Capacity Utilization methodology for calculating Levels of Service at signalized intersections during the morning and evening peak hours. For unsignalized intersections, the Highway Capacity Manual delay methodology was used.

According to the City of Oxnard criteria, Level of Service C during the peak hours is considered the worst acceptable Level of Service for an intersection. A project causes a significant impact if it contributes 0.02 or more to the Intersection Capacity Utilization value at an intersection operating at Level of Service C or worse during the peak hours. If the addition of project traffic volumes increases by 0.02 or more at an intersection operating at Level of Service C or worse, it should be mitigated to the Level of Service identified without the addition of the project traffic volumes.

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Project trips are generated using rates and procedures contained in the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017. The project trip distributions are provided by the reviewing agency or are agreed to in advance of the traffic impact analysis being prepared. The traffic impact analysis has to be prepared by a licensed Traffic Engineer.

The project generated trips were added to intersections, and a full intersection analysis was conducted, even when the project added traffic failed to meet the minimum thresholds that require an intersection analysis.

C. Mitigation Measures

If a project is large enough to require that a traffic impact analysis be prepared, and if the project adds traffic volumes to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

Traffic mitigation can be in many forms including adding lanes. Lanes can sometimes be obtained through restriping or elimination of parking, and sometimes require spot roadway widening.

IV. EXISTING TRAFFIC CONDITIONS

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 11.

A. Surrounding Street System

Study area roadways that will be utilized by the development include Victoria Avenue, Patterson Road, Gonzales Road, Doris Avenue, Teal Club Road, 5th Street, and Wooley Road.

Victoria Avenue: This north-south roadway is currently four lanes divided to six lanes divided in the study area. Victoria Avenue is classified as a Primary Arterial (6 Lanes) on the City of Oxnard General Plan Circulation Element.

Patterson Road: This north-south roadway is currently two lanes divided in the study area. Patterson Road is classified as a Local Arterial (2-4 Lanes) on the City of Oxnard General Plan Circulation Element.

Gonzales Road: This east-west roadway is currently four lanes divided in the study area. It is classified as a Primary Arterial (6 Lanes) east of Victoria Avenue on the City of Ontario General Plan Circulation Element.

Doris Avenue: This east-west roadway is currently two lanes undivided to three lanes divided in the study area. It is classified as a Local Arterial (2-4 Lanes) on the City of Oxnard General Plan Circulation Element.

Teal Club Road: This east-west roadway is currently two lanes undivided in the study area. It is classified as a Local Arterial (2-4 Lanes) on the City of Oxnard General Plan Circulation Element.

Fifth Street: This east-west roadway is currently four lanes divided in the study area. It is classified as a Secondary Arterial (4 Lanes) east of Victoria Avenue and a Local Arterial (2-4 Lanes) west of Victoria Avenue on the City of Oxnard General Plan Circulation Element.

Wooley Road: This east-west roadway is currently four lanes divided in the study area. It is classified as a Secondary Arterial (4 Lanes) east of Victoria Avenue and a Local Arterial (2-4 Lanes) west of Victoria Avenue on the City of Oxnard General Plan Circulation Element.

B. Existing Travel Lanes and Intersection Controls

Figure 3 identifies the Existing roadway conditions for study area roadways. The number of through lanes for roadways, median control (i.e., divided or undivided), and the intersection controls are identified.

C. Existing Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection

Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Existing traffic conditions have been calculated and are shown in Table 1. Existing Intersection Capacity Utilization/Delay are based upon manual morning and evening peak hour intersection turning movement counts obtained by Kunzman Associates, Inc. in October 2017 (see Figures 4 and 5). Intersection turning movement count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume.

The study intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study intersection that currently operates at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Teal Club Road (EW) - #3

Existing Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

D. Existing General Plan Circulation Element

Figure 6 shows the City of Oxnard Circulation Element Functional Street Classifications. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 6. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the land use element of the General Plan. Figure 7 shows the City of Oxnard General Plan roadway cross-sections.

E. Truck Routes

The City of Oxnard truck route map is depicted on Figure 8. Truck routes are currently provided on Victoria Avenue, Gonzales Road, 5th Street, and Wooley Road in the study area.

F. Transit Service

As shown on Figure 9, the study area is currently served by Gold Coast Transit Routes 19, 20, and 21. Route 19 and 20 travel along Gonzales Road, Victoria Avenue, and 5th Street. Route 21 travels along Victoria Avenue.

G. Bicycle Facilities

Figure 10 shows the proposed bicycle and pedestrian facilities from the City of Oxnard Bicycle & Pedestrian Facilities Master Plan (February 2011). Patterson Road currently provides an existing Bicycle Facility – Class II (north of Doris Avenue) and is proposed to provide a recommended Bicycle Facility – Class II (south of Doris Avenue). Doris Avenue is proposed to provide a recommended Bicycle Facility - Class II (east of Patterson Road).

H. Existing Pedestrian Facilities

Existing pedestrian facilities in the study area are shown on Figure 11.

Table 1

Existing Intersection Levels of Service

| Intersection | Traffic Control ¹ | Intersection Approach Lanes ² | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|---------------------------|------------------------------|--|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.757-C | 0.674-B |
| Doris Avenue (EW) - #2 | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.731-C | 0.698-B |
| Teal Club Road (EW) - #3 | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| 5th Street (EW) - #4 | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.654-B | 0.546-A |
| Wooley Road (EW) - #5 | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.663-B | 0.644-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.685-B | 0.484-A |
| Doris Avenue (EW) - #7 | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (13.1-B) | (10.6-B) |
| Teal Club Road (EW) - #10 | CSS | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | (10.2-B) | (10.1-B) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 0 | 0 | 0 | 1 | 0 | d | 1 | 1 | 0 | 0 | 2 | d | (14.1-B) | (12.4-B) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Figure 3
Existing Through Travel Lanes and Intersection Controls

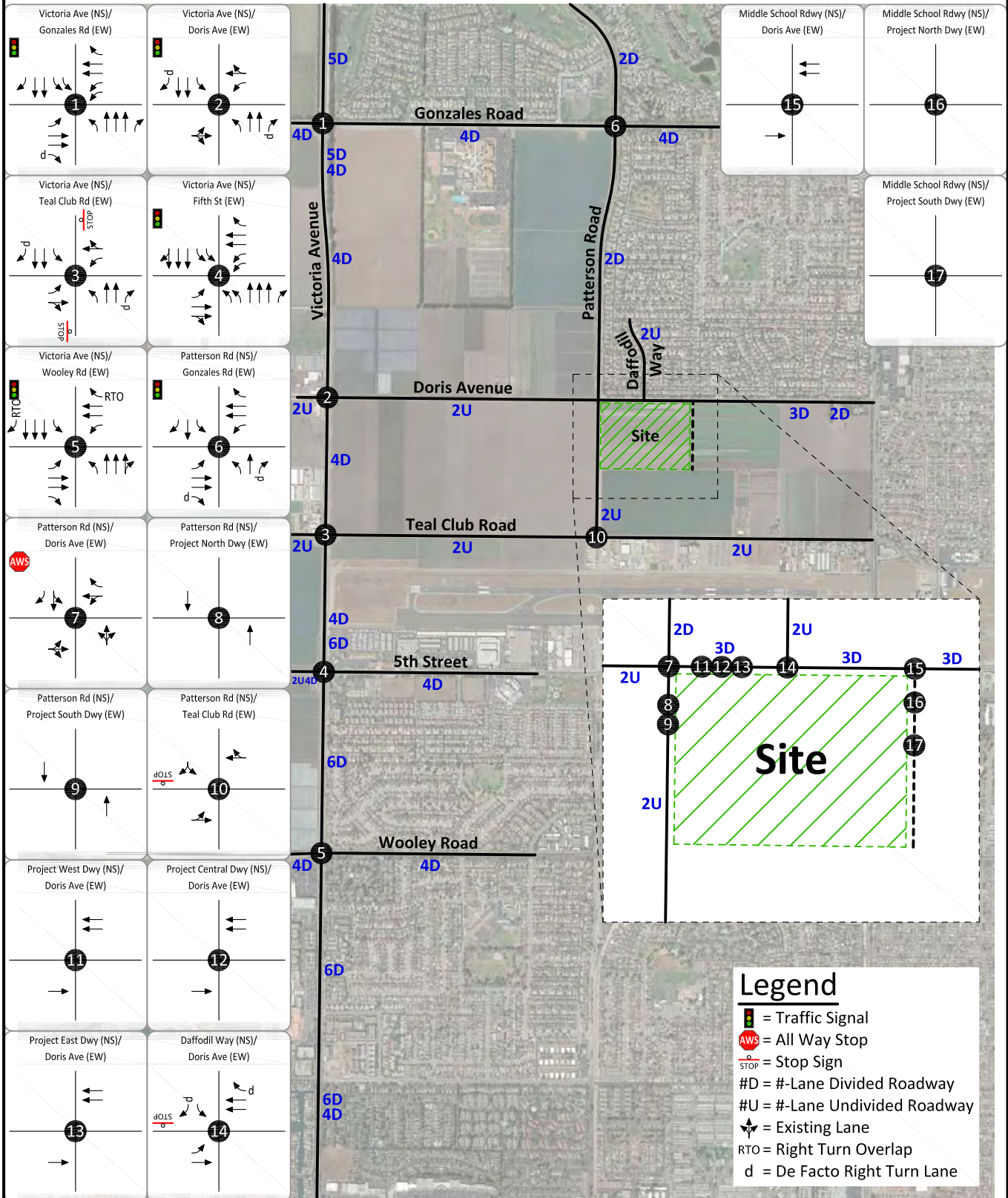
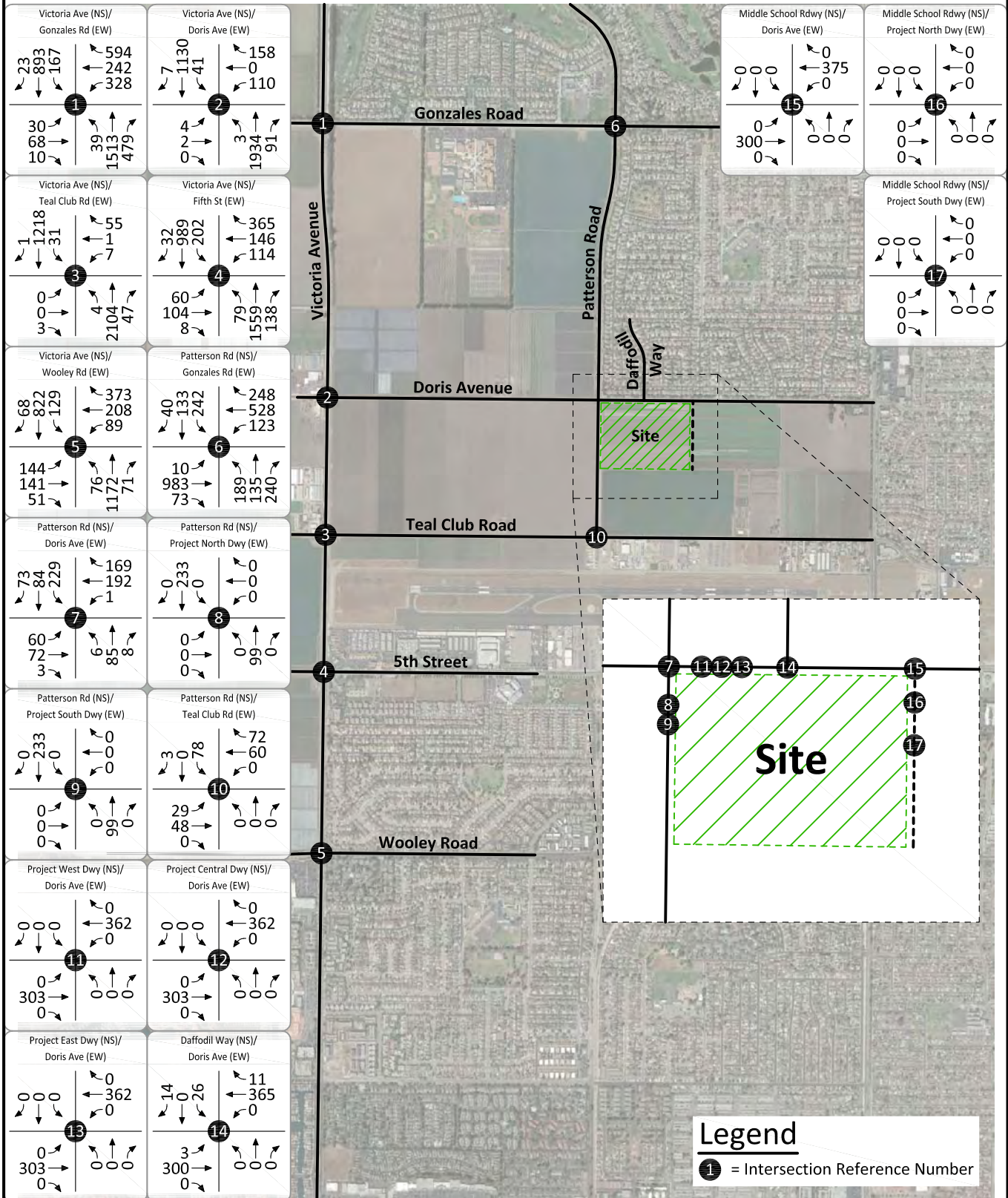


Figure 4 Existing Morning Peak Hour Intersection Turning Movement Volumes



Legend
 = Intersection Reference Number

Figure 5 Existing Evening Peak Hour Intersection Turning Movement Volumes

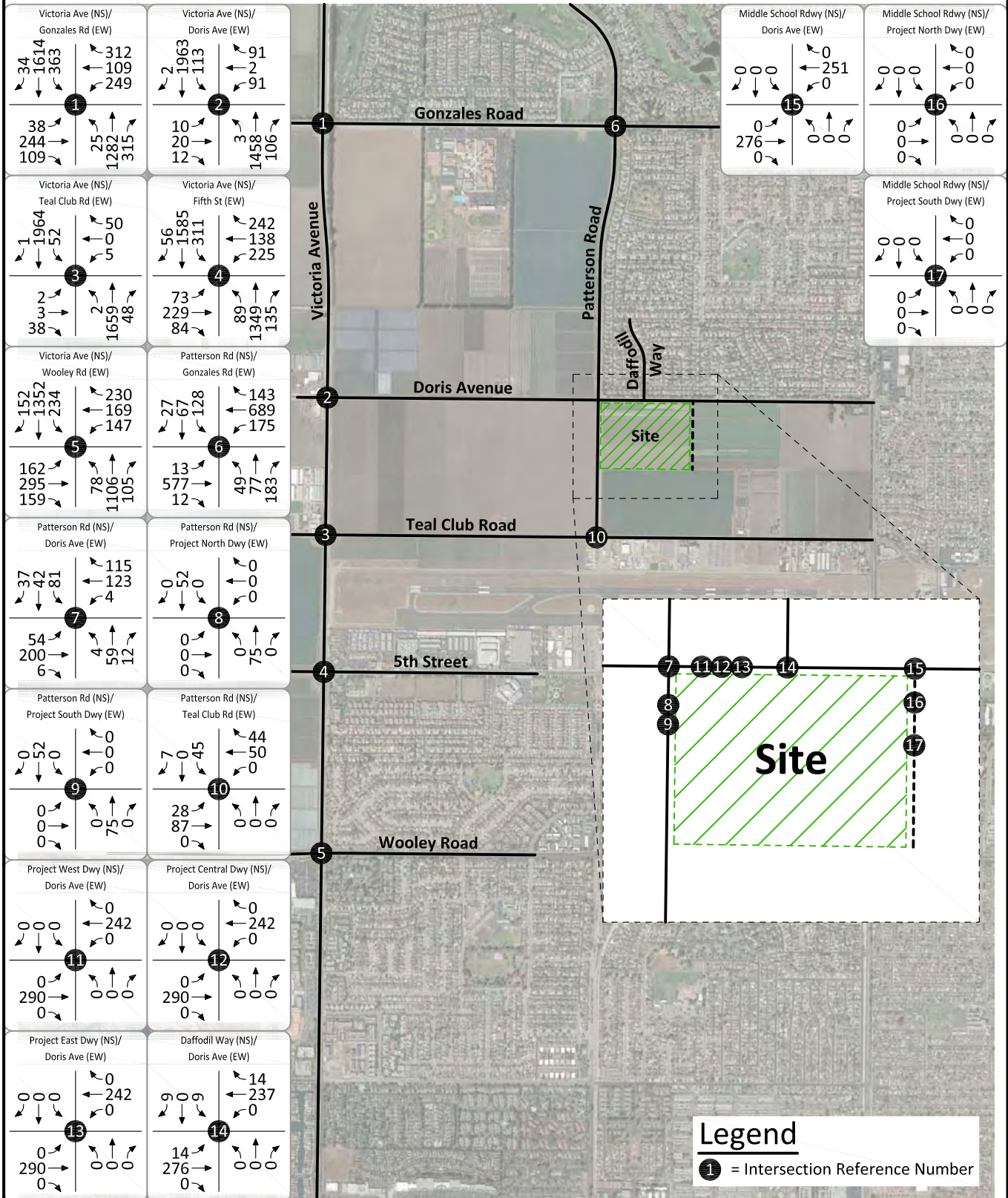
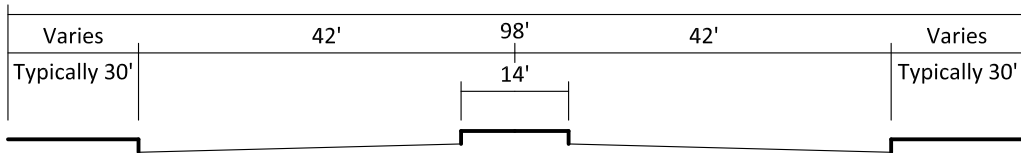


Figure 6
 City of Oxnard General Plan Circulation Element

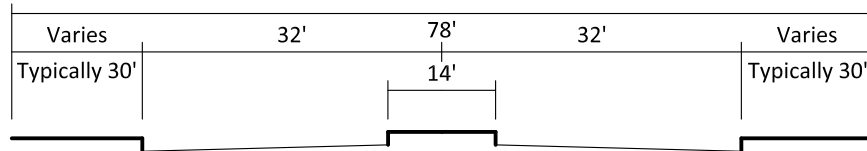


Figure 7
City of Oxnard General Plan Roadway Cross-Sections

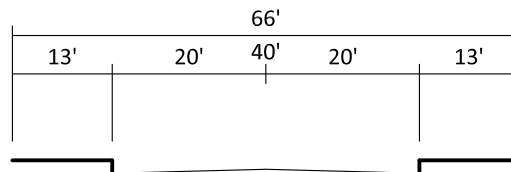
Primary Arterial



Secondary Arterial



Residential Collector



Minor Residential Street

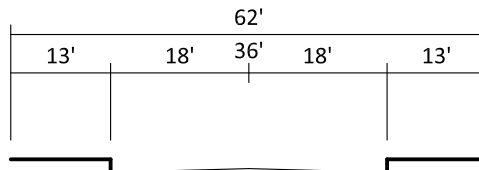


Figure 8
City of Oxnard Truck Routes

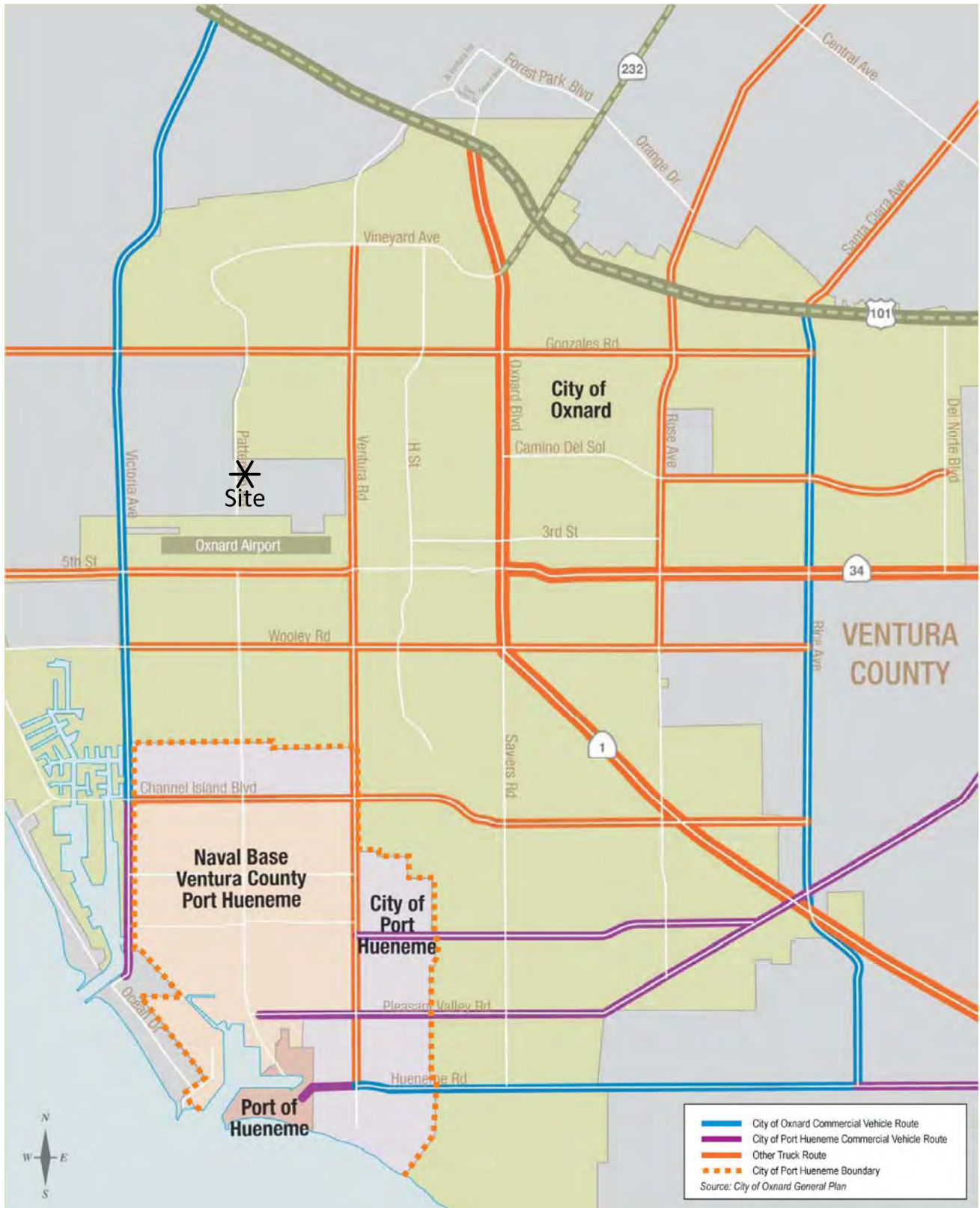
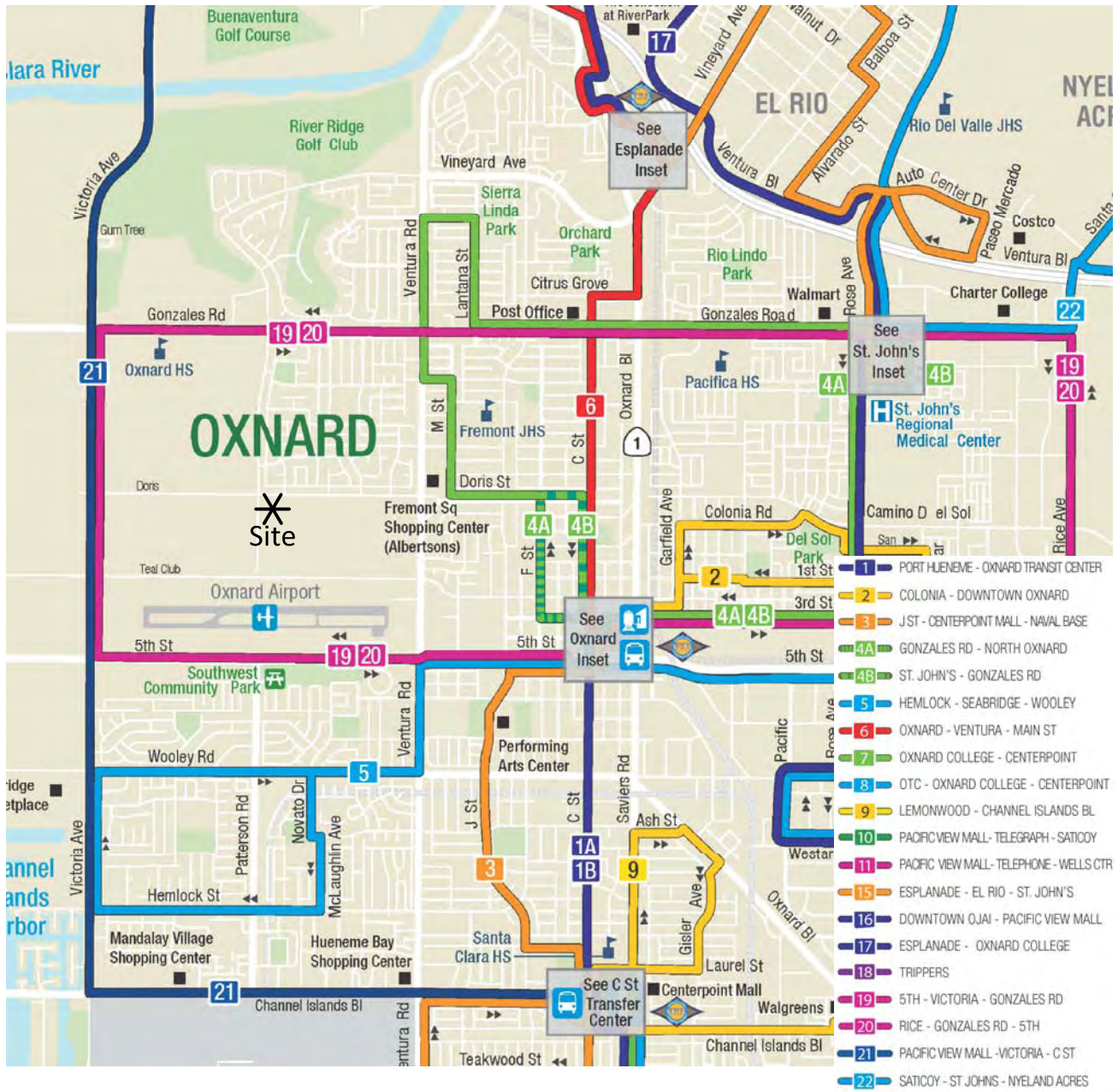


Figure 9
City of Oxnard Transit System Map



- LEGEND**
- TRANSIT/TRANSFER CENTER
 - PARK & RIDE
 - TRAIN STATION
 - AIRPORT
 - HOSPITAL
 - POINT OF INTEREST
 - SCHOOL
 - PARK



Figure 10
 City of Oxnard Bicycle & Pedestrian Facilities Master Plan



Figure 11
Existing Pedestrian Facilities



V. PROJECT TRIPS

The Oxnard School District is proposing to develop the approximately 25 acre joint-use project site to consist of a new elementary (K-5) school with 700 students, a new middle school (6-8) with 1,200 students, and a new 24,868 square foot District Office. The project site is proposed to provide access to Patterson Road and Doris Avenue.

A. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. Table 2 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017 and information provided by the applicant.

As shown in Table 2, the proposed development is projected to generate a total of approximately 3,551 daily vehicle trips, 990 trips of which will occur during the morning peak hour and 306 trips of which will occur during the evening peak hour.

B. Trip Distribution

Figures 12 to 17 contain the directional distributions of the project trips for the proposed land uses. To determine the trip distributions for the proposed project, the school boundary map, locations of existing elementary and middle schools, intersection turning movement counts of the existing directional distribution of trips for existing areas in the vicinity of the site, previous traffic studies conducted in the study area, and other additional information on future development and traffic impacts in the area were reviewed.

C. Trip Assignment

Based on the identified trip generation and distributions, morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 18 and 19, respectively.

D. Modal Split

The trip reducing potential of public transit has not been considered in this report. Essentially the trip projections are conservative in that public transit would reduce the traffic volumes.

Table 2

Project Trip Generation¹

| Descriptor | Land Use | Quantity | Units ² | Peak Hour | | | | | | Daily |
|-----------------------|---------------------------|----------|--------------------|-----------|----------|-------|---------|----------|-------|-------|
| | | | | Morning | | | Evening | | | |
| | | | | Inbound | Outbound | Total | Inbound | Outbound | Total | |
| Trip Generation Rates | Elementary School (K-5) | | ST | 0.36 | 0.31 | 0.67 | 0.08 | 0.09 | 0.17 | 1.89 |
| | Middle School (6-8) | | ST | 0.31 | 0.27 | 0.58 | 0.08 | 0.09 | 0.17 | 2.13 |
| | District Office | | TSF | 2.51 | 0.83 | 3.34 | 0.43 | 1.28 | 1.71 | 22.59 |
| Trips Generated | Elementary School (K-5) | 550 | ST | 198 | 171 | 369 | 44 | 50 | 94 | 1,040 |
| | - School Bus ³ | 150 | ST | 3 | 3 | 6 | 3 | 3 | 6 | 12 |
| | Middle School (6-8) | 900 | ST | 279 | 243 | 522 | 72 | 81 | 153 | 1,917 |
| | - School Bus ⁴ | 300 | ST | 5 | 5 | 10 | 5 | 5 | 10 | 20 |
| | District Office | 24.868 | TSF | 62 | 21 | 83 | 11 | 32 | 43 | 562 |
| | Total | | | | 547 | 443 | 990 | 135 | 171 | 306 |

¹ Source: Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017, Land Use Codes 520, 522, and 730.

² ST = Students; TSF = Thousand Square Feet

³ Based upon the 2016-17 school year data, the Oxnard School District estimates that the proposed project will have approximately 150 of the 700 elementary school students riding the school buses. The maximum capacity of a standard school bus is 72 passengers.

⁴ Based upon the 2016-17 school year data, the Oxnard School District estimates that the proposed project will have approximately 300 of the 1,200 middle school students riding the school buses. The maximum capacity of a standard school bus is 72 passengers.

Figure 12
Project Outbound Trip Distribution - Elementary School

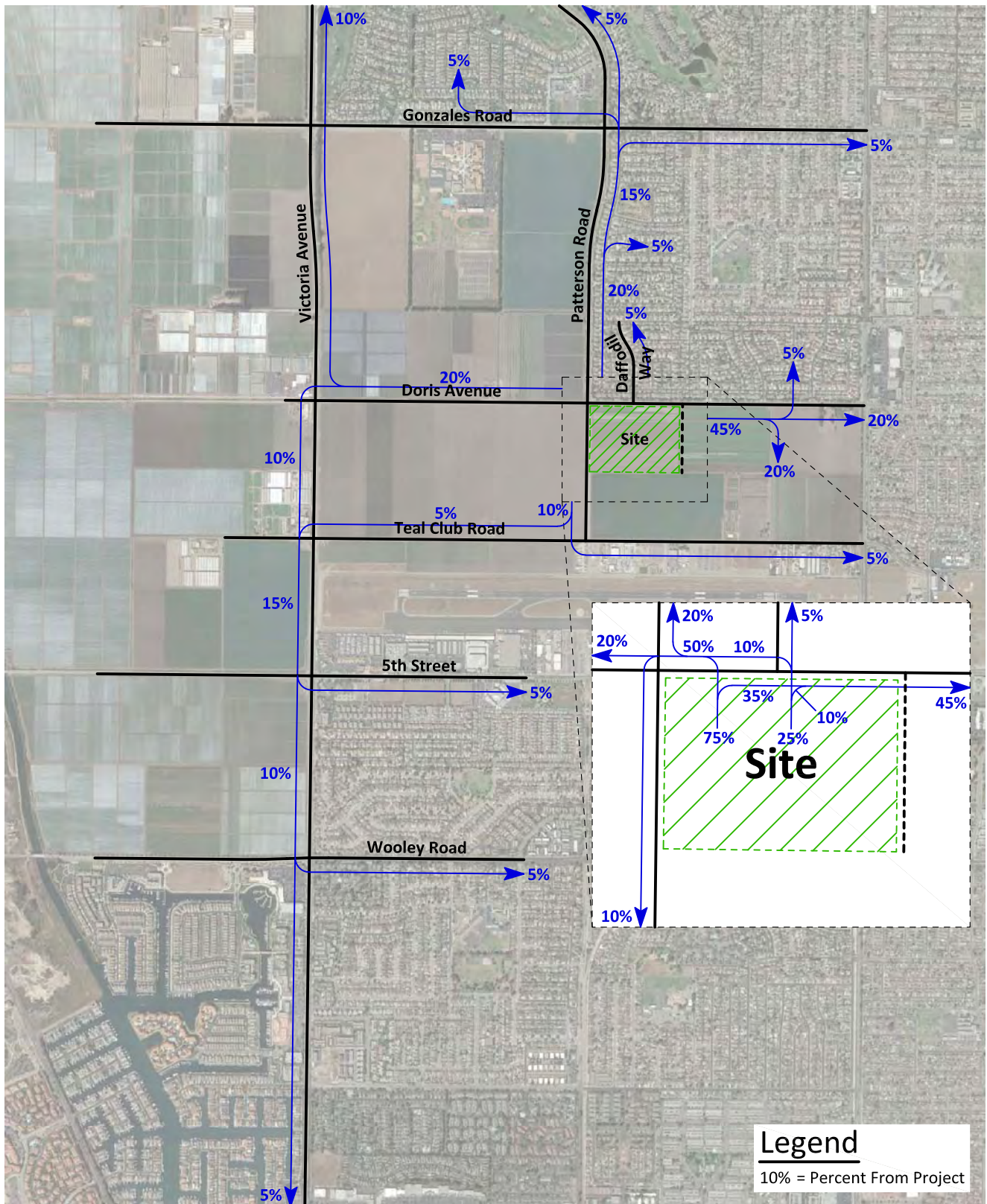


Figure 13
Project Inbound Trip Distribution - Elementary School

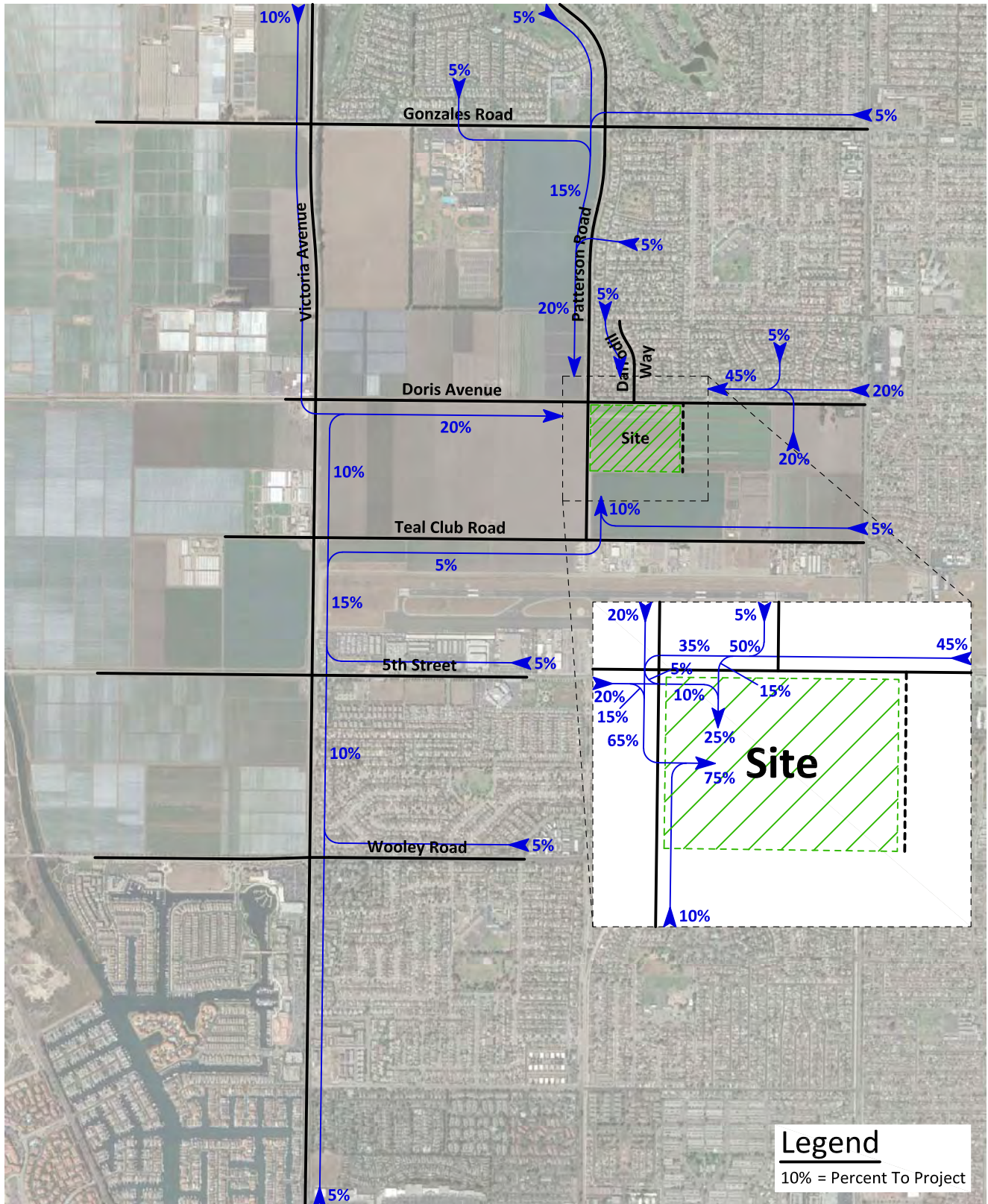


Figure 14
Project Outbound Trip Distribution - Middle School

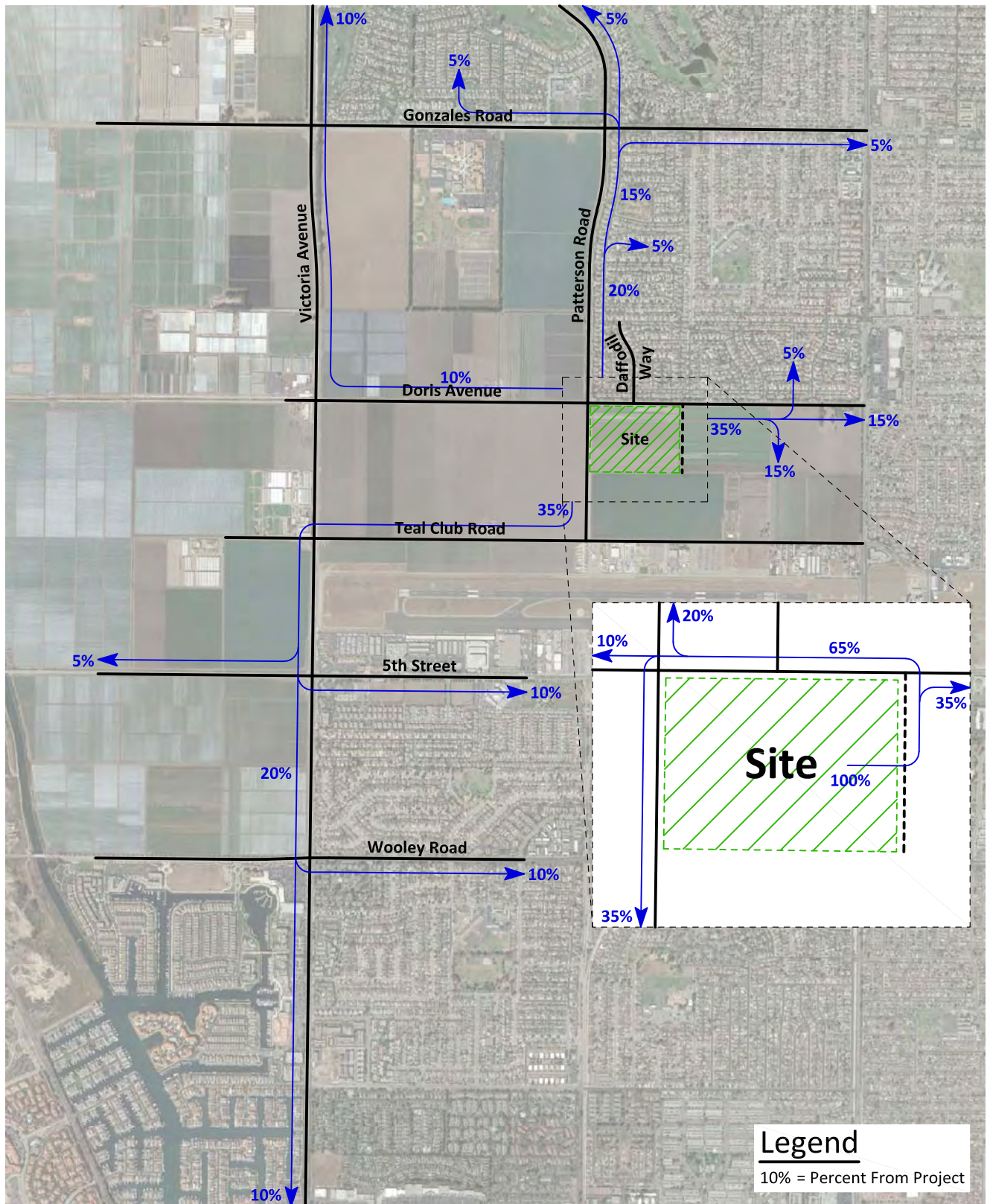


Figure 15
Project Inbound Trip Distribution - Middle School

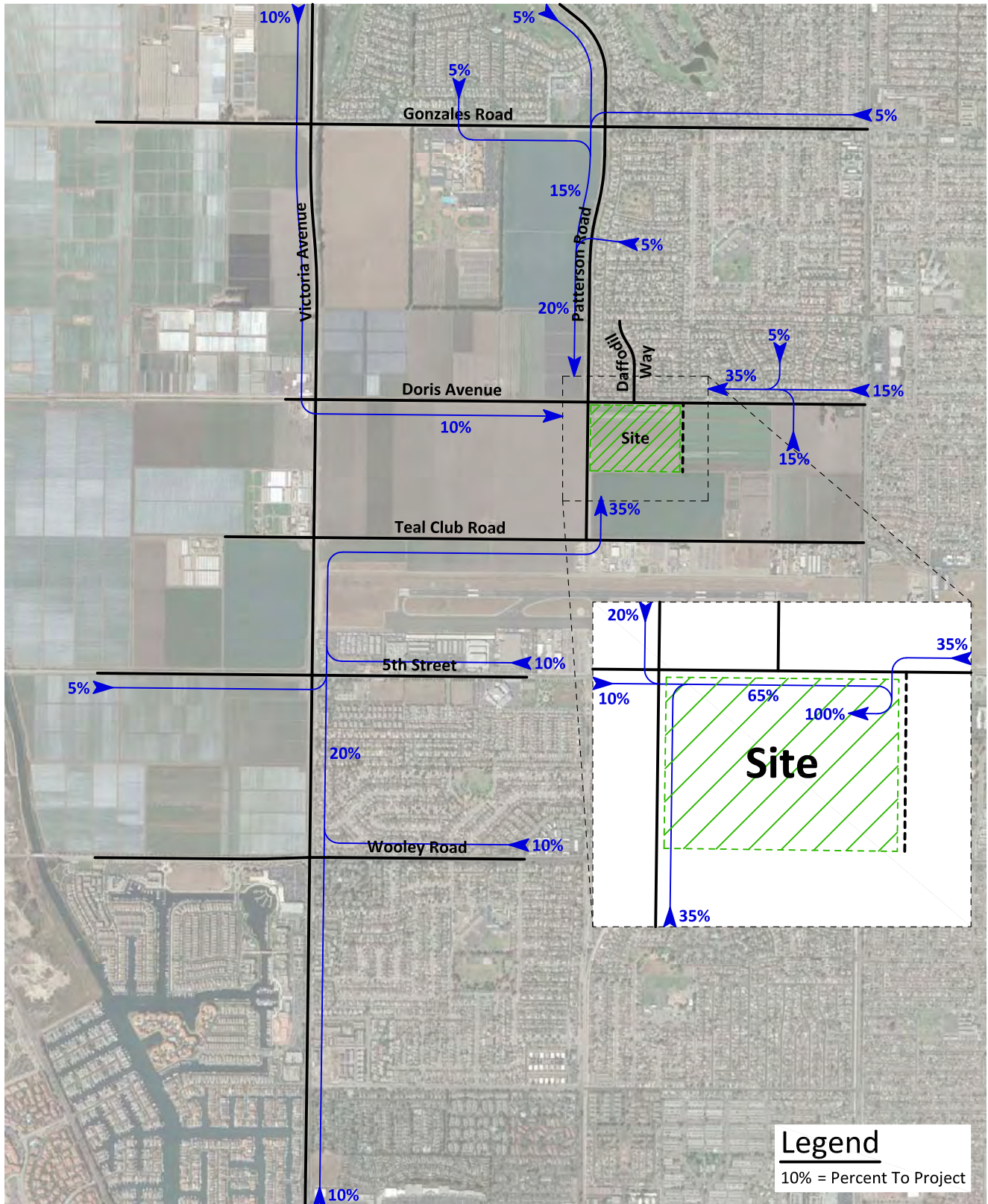


Figure 16
Project Outbound Trip Distribution - District Office

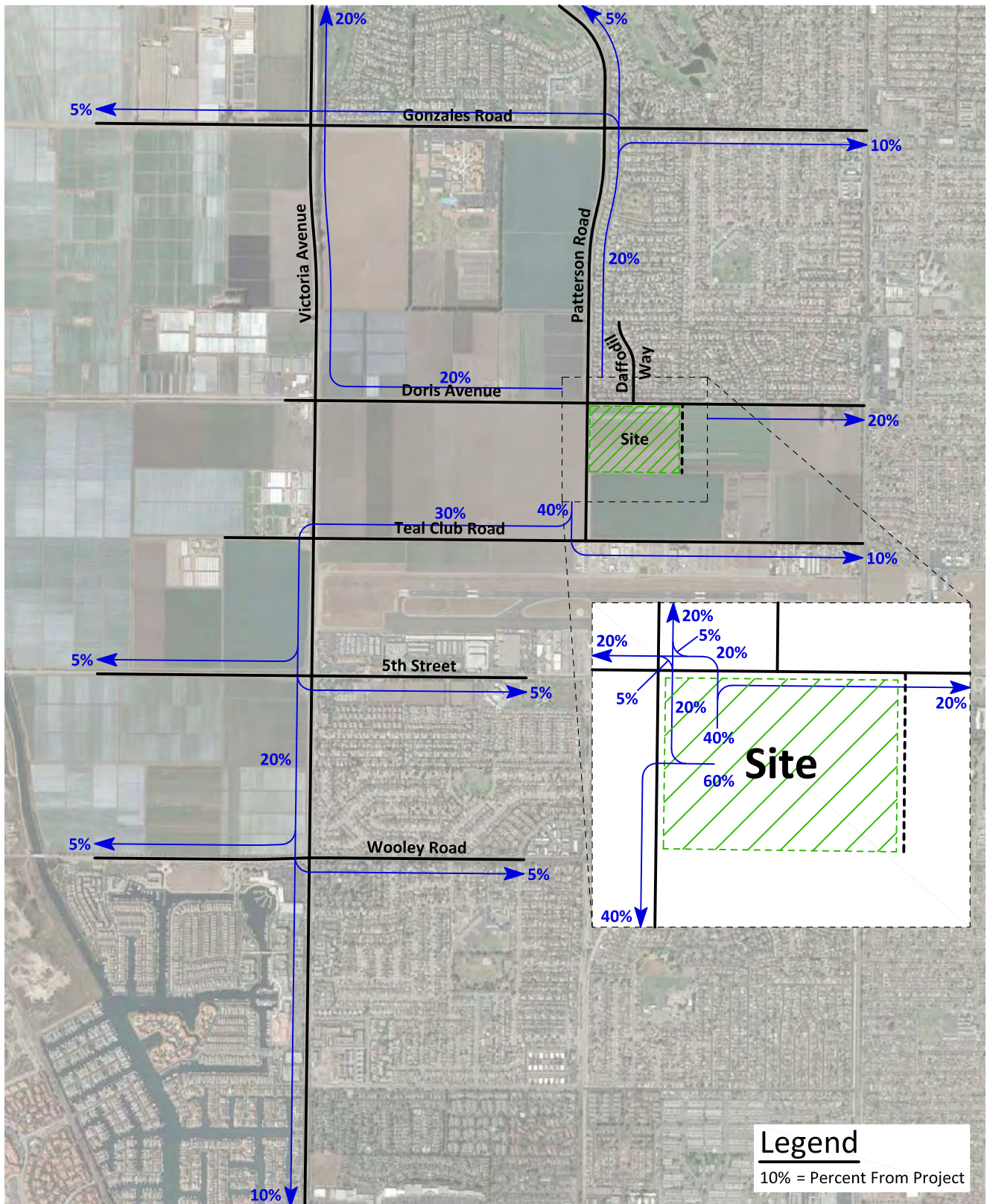


Figure 17
Project Inbound Trip Distribution - District Office

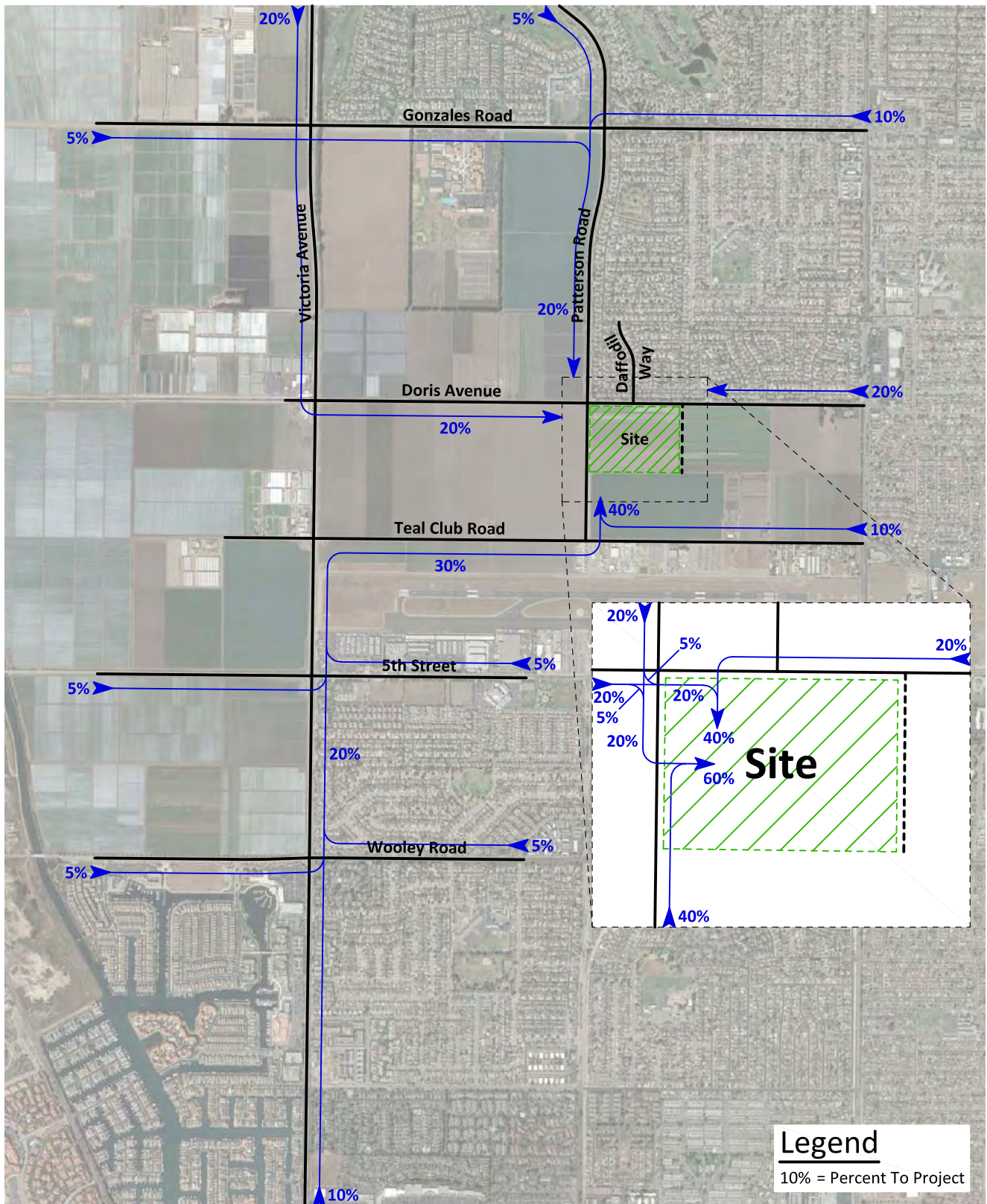
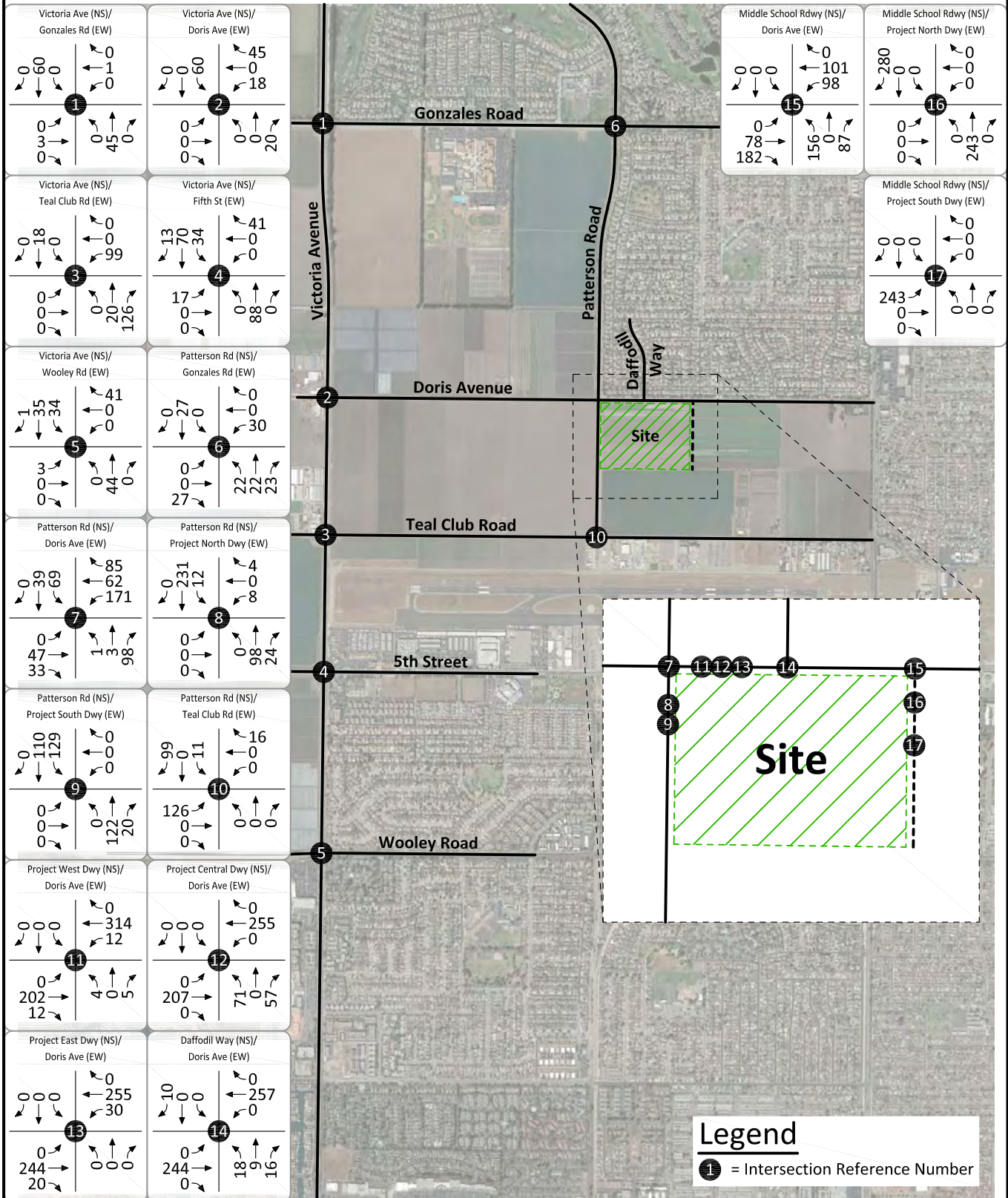


Figure 18
Project

Morning Peak Hour Intersection Turning Movement Volumes

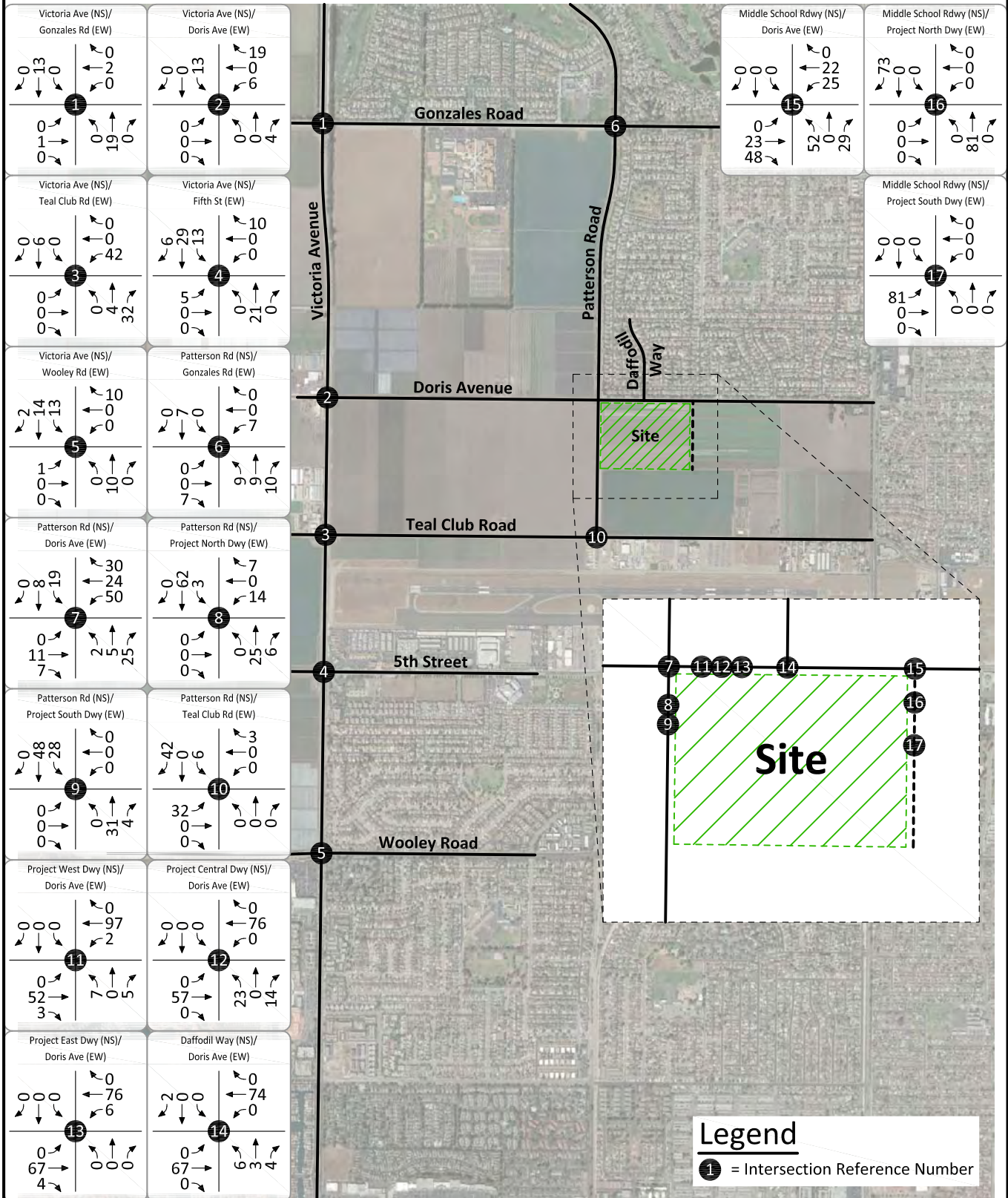


Legend
 = Intersection Reference Number



Figure 19
Project

Evening Peak Hour Intersection Turning Movement Volumes



VI. EXISTING PLUS PROJECT TRAFFIC CONDITIONS

In this section, Existing Plus Project traffic conditions are discussed. Figures 20 and 21 depict the Existing Plus Project traffic conditions.

A. Existing Plus Project Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Existing Plus Project traffic conditions have been calculated and are shown in Table 3. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 20 and 21, respectively.

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, with improvements. Existing Plus Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

B. Significant Transportation Impact

The performance criteria used for evaluating traffic volumes and roadway capacities are based on the City of Oxnard standards of Intersection Capacity Utilization methodology for calculating Levels of Service at signalized intersections during the morning and evening peak hours. For unsignalized intersections, the Highway Capacity Manual delay methodology was used.

According to the City of Oxnard criteria, Level of Service C during the peak hours is considered the worst acceptable Level of Service for an intersection. A project causes a significant impact if it contributes 0.02 or more to the Intersection Capacity Utilization value at an intersection operating at Level of Service C or worse during the peak hours. If the addition of project traffic volumes increases by 0.02 or more at an intersection operating at Level of Service C or worse, it should be mitigated to the Level of Service identified without the addition of the project traffic volumes.

The project trips significantly impact the following study intersections for Existing Plus Project traffic conditions (see Table 4)⁶:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

C. Existing Plus Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following study intersections for Existing Plus Project traffic conditions (see Appendix D):

Victoria Avenue (NS) at:
Teal Club Road (EW) - #3

Patterson Road (NS) at:
Doris Avenue (EW) - #7

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated May 20, 2004.

⁶ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015).

Table 3

Existing Plus Project Intersection Levels of Service

| Intersection | Traffic Control ² | Intersection Approach Lanes ³ | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|-----------------------------------|------------------------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|------------|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.767-C | 0.678-B |
| Doris Avenue (EW) - #2 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.797-C | 0.702-C |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2.5 | 0.5 | < | 1 | > | 1 | 0.5 | 0.5 | 0.619-B | 0.498-A |
| Teal Club Road (EW) - #3 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 0.566-A | 0.467-A |
| 5th Street (EW) - #4 | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.719-C | 0.555-A |
| Wooley Road (EW) - #5 | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.721-C | 0.661-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.718-C | 0.495-A |
| Doris Avenue (EW) - #7 | | | | | | | | | | | | | | | |
| - Without Improvements | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (44.7-E) | (11.9-B) |
| - With Improvements | TS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | 0.616-B | 0.337-A |
| Project North Driveway (EW) - #8 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | (14.1-B) | (9.8-A) |
| Project South Driveway (EW) - #9 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (8.0-A) | (7.5-A) |
| Teal Club Road (EW) - #10 | CSS | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | (14.4-B) | (10.9-B) |
| Project West Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #11 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 2 | 0 | (17.8-C) | (12.5-B) |
| Project Central Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #12 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | (20.1-C) | (12.7-B) |
| Project East Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #13 | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 0 | 2 | 0 | (8.7-A) | (8.0-A) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 1 | 0.5 | 0.5 | 1 | 0 | d | 1 | 2 | 0 | 0 | 2 | d | (17.1-C) | (13.1-B) |
| Middle School Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #15 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | (19.8-C) | (11.6-B) |
| Project North Driveway (EW) - #16 | CSS | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | (7.8-A) | (7.4-A) |
| Project South Driveway (EW) - #17 | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | (9.6-A) | (8.8-A) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap; **BOLD** = Improvements

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Table 4

Existing Plus Project Intersection Significant Impact Evaluation

| Intersection | Morning Peak Hour | | | | Evening Peak Hour | | | |
|-----------------------------------|-----------------------------------|-----------------------------------|------------|---------------------|----------------------|-----------------------------------|------------|---------------------|
| | Existing V/C (Delay) ¹ | Existing Plus Project V/C (Delay) | Difference | Significant Impact? | Existing V/C (Delay) | Existing Plus Project V/C (Delay) | Difference | Significant Impact? |
| Victoria Avenue (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #1 | 0.757-C | 0.767-C | +0.010 | NO | 0.674-B | 0.678-B | +0.004 | NO |
| Doris Avenue (EW) - #2 | | | | | | | | |
| - Without Improvements | 0.731-C | 0.797-C | +0.066 | YES ² | 0.698-B | 0.702-C | +0.004 | NO |
| - With Improvements | N/A | 0.619-B | -0.112 | NO | N/A | 0.498-A | -0.200 | NO |
| Teal Club Road (EW) - #3 | | | | | | | | |
| - Without Improvements | (99.9-F) | (99.9-F) | N/A | YES ² | (99.9-F) | (99.9-F) | N/A | YES ² |
| - With Improvements | N/A | 0.566-A | N/A | NO | N/A | 0.467-A | N/A | NO |
| 5th Street (EW) - #4 | 0.654-B | 0.719-C | +0.065 | NO | 0.546-A | 0.555-A | +0.009 | NO |
| Wooley Road (EW) - #5 | 0.663-B | 0.721-C | +0.058 | NO | 0.644-B | 0.661-B | +0.017 | NO |
| Patterson Road (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #6 | 0.685-B | 0.718-C | +0.033 | NO | 0.484-A | 0.495-A | +0.011 | NO |
| Doris Avenue (EW) - #7 | | | | | | | | |
| - Without Improvements | (13.1-B) | (44.7-E) | +31.6 | YES ² | (10.6-B) | (11.9-B) | +1.3 | YES ² |
| - With Improvements | N/A | 0.616-B | N/A | NO | N/A | 0.337-A | N/A | NO |
| Project North Driveway (EW) - #8 | N/A | (14.1-B) | N/A | N/A | N/A | (9.8-A) | N/A | N/A |
| Project South Driveway (EW) - #9 | N/A | (8.0-A) | N/A | N/A | N/A | (7.5-A) | N/A | N/A |
| Teal Club Road (EW) - #10 | (10.2-B) | (14.4-B) | +4.2 | NO | (10.1-B) | (10.9-B) | +0.8 | NO |
| Project West Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #11 | N/A | (17.8-C) | N/A | N/A | N/A | (12.5-B) | N/A | N/A |
| Project Central Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #12 | N/A | (20.1-C) | N/A | N/A | N/A | (12.7-B) | N/A | N/A |
| Project East Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #13 | N/A | (8.7-A) | N/A | N/A | N/A | (8.0-A) | N/A | N/A |
| Daffodil Way (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #14 | (14.1-B) | (17.1-C) | +3.0 | NO | (12.4-B) | (13.1-B) | +0.7 | NO |
| Middle School Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #15 | N/A | (19.8-C) | N/A | N/A | N/A | (11.6-B) | N/A | N/A |
| Project North Driveway (EW) - #16 | N/A | (7.8-A) | N/A | N/A | N/A | (7.4-A) | N/A | N/A |
| Project South Driveway (EW) - #17 | N/A | (9.6-A) | N/A | N/A | N/A | (8.8-A) | N/A | N/A |

¹ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

² The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan - EIR Traffic Impact Study, prepared by Stantec (May 2015).

Figure 20 Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes

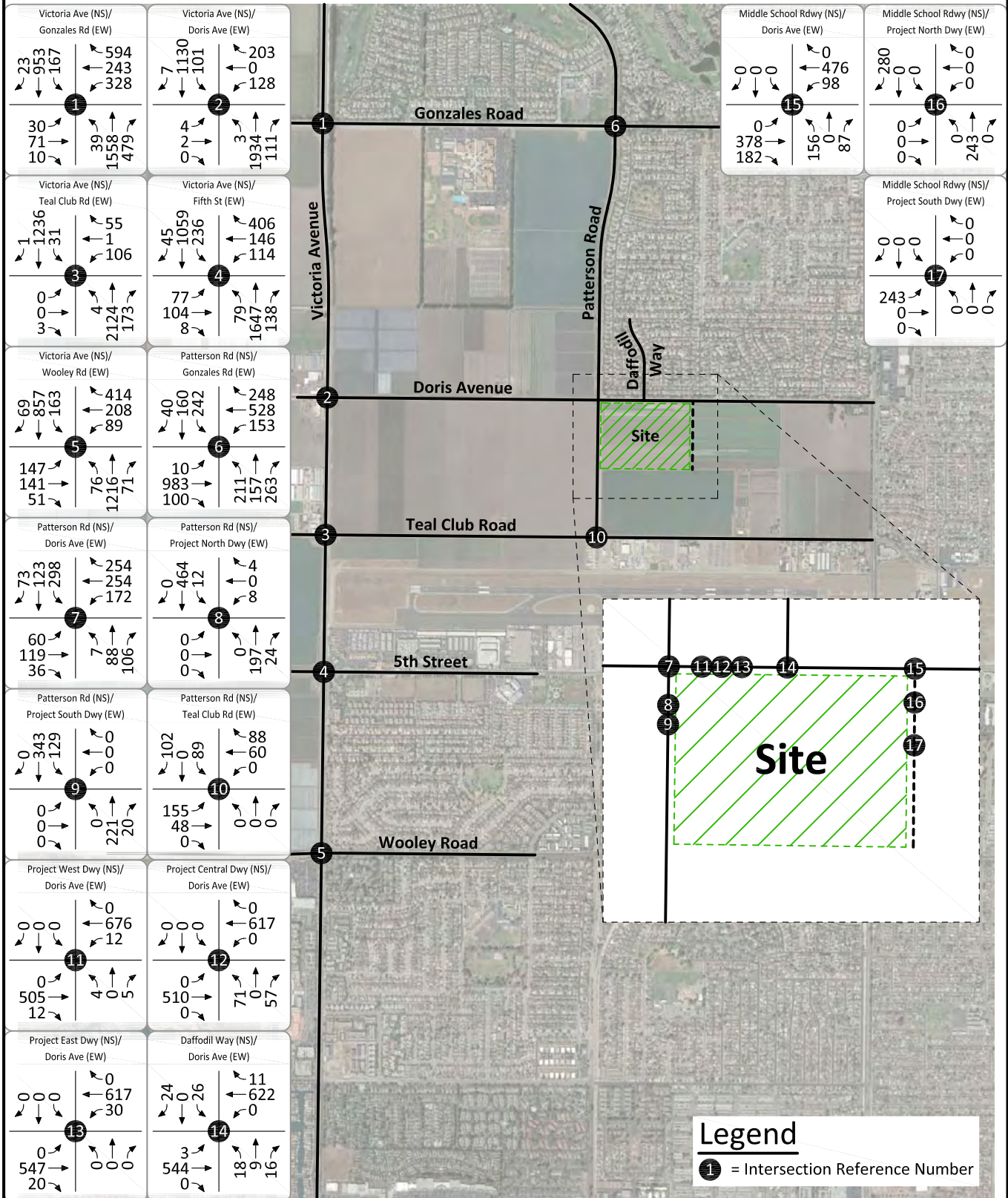
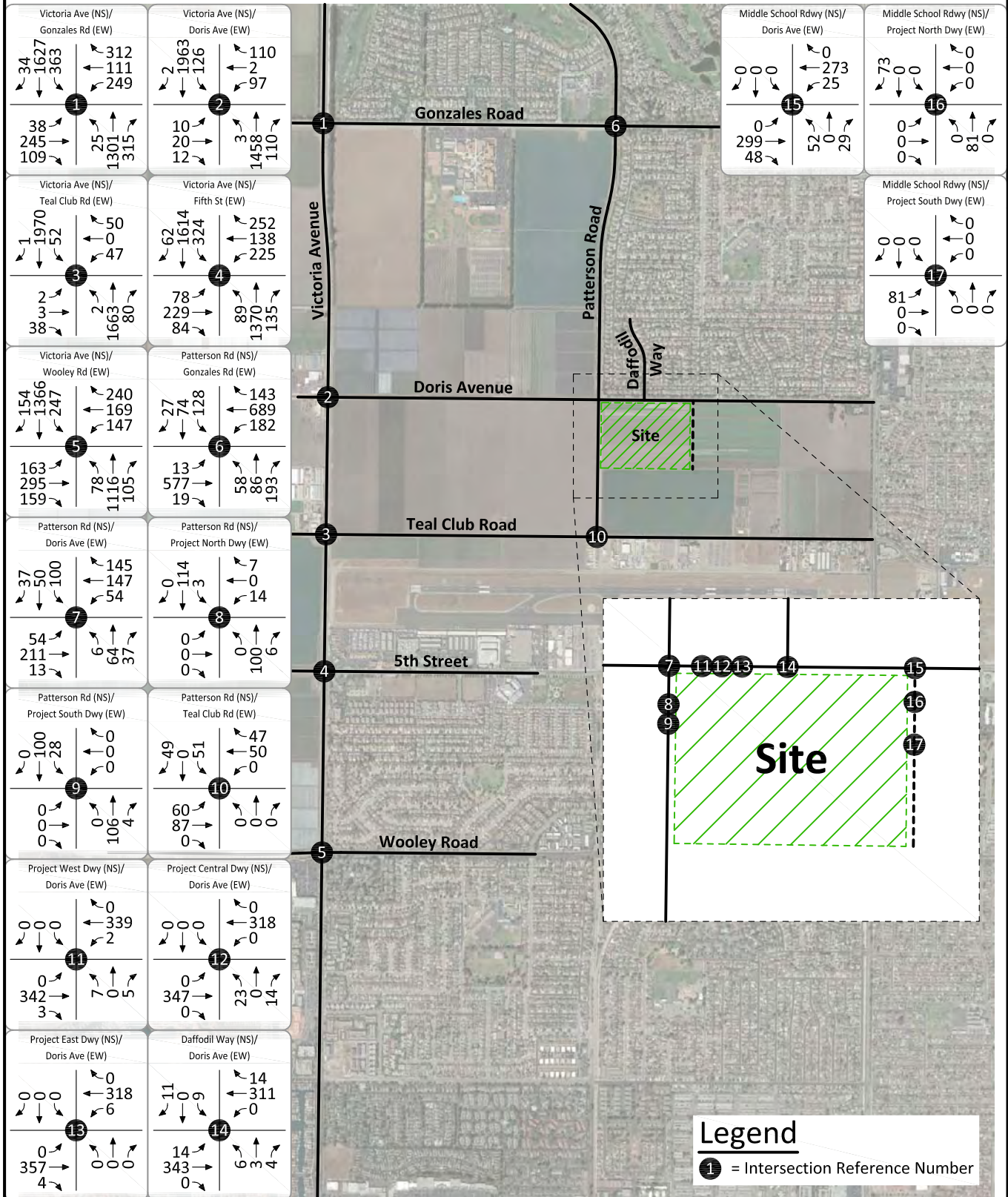


Figure 21 Existing Plus Project Evening Peak Hour Intersection Turning Movement Volumes



VII. OPENING YEAR (2020) TRAFFIC CONDITONS

In this section, Opening Year (2020) traffic conditions are discussed. Figures 22 to 25 depict the Opening Year (2020) traffic conditions.

A. Growth Methodology

The Opening Year (2020) traffic volumes were obtained from The Teal Club Specific Plan - EIR Traffic Impact Study prepared by Stantec (May 2015). It should be noted that the project site is located within the Teal Club Specific Plan; however, the proposed project has been “conservatively” added to the traffic volume forecasts. The traffic volumes were calculated based on the straight line growth from the existing traffic volumes to the Year 2030 traffic volumes obtained from the Oxnard Traffic Model (OTM).

B. Opening Year (2020) Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic volumes if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Opening Year (2020) Without Project traffic conditions have been calculated and are shown in Table 5. Opening Year (2020) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 22 and 23, respectively.

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) Without Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) Without Project traffic conditions. Opening Year (2020) Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Opening Year (2020) With Project traffic conditions have been calculated and are shown in Table 6. Opening Year (2020) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 24 and 25, respectively.

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) With Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2020) With Project traffic conditions. Opening Year (2020) With Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

C. Significant Transportation Impact

The performance criteria used for evaluating traffic volumes and roadway capacities are based on the City of Oxnard standards of Intersection Capacity Utilization methodology for calculating Levels of Service at signalized intersections during the morning and evening peak hours. For unsignalized intersections, the Highway Capacity Manual delay methodology was used.

According to the City of Oxnard criteria, Level of Service C during the peak hours is considered the worst acceptable Level of Service for an intersection. A project causes a significant impact if it contributes 0.02 or more to the Intersection Capacity Utilization value at an intersection operating at Level of Service C or worse during the peak hours. If the addition of project traffic volumes increases by 0.02 or more at an intersection operating at Level of Service C or worse, it should be mitigated to the Level of Service identified without the addition of the project traffic volumes.

The project trips significantly impact the following study intersections for Opening Year (2020) With Project traffic conditions (see Table 7)⁷:

Victoria Avenue (NS) at:
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3

⁷ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015).

Table 5

Opening Year (2020) Without Project Intersection Levels of Service

| Intersection | Traffic Control ² | Intersection Approach Lanes ³ | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|---------------------------|------------------------------|--|------------|-----|------------|------------|-----|-----------|-----|-----|-----------|------------|------------|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.830-D | 0.820-D |
| - With Improvements | TS | 1 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 2 | d | 2 | 1.5 | 1.5 | 0.652-B | 0.592-A |
| Doris Avenue (EW) - #2 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.888-D | 0.785-C |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.675-B | 0.785-C |
| Teal Club Road (EW) - #3 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| - With Improvements | TS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 0.764-C | 0.763-C |
| 5th Street (EW) - #4 | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.738-C | 0.583-A |
| Wooley Road (EW) - #5 | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.658-B | 0.624-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.524-A | 0.484-A |
| Doris Avenue (EW) - #7 | | | | | | | | | | | | | | | |
| - Without Improvements | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (14.4-B) | (12.1-B) |
| - With Improvements | TS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | 0.393-A | 0.321-A |
| Teal Club Road (EW) - #10 | CSS | < | 1 | > | < | 1 | > | < | 1 | > | < | 1 | > | (12.5-B) | (13.0-B) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 0 | 0 | 0 | 1 | 0 | d | 1 | 1 | 0 | 0 | 2 | d | (14.3-B) | (13.1-B) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap; **BOLD** = Improvements

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Table 6

Opening Year (2020) With Project Intersection Levels of Service

| Intersection | Traffic Control ² | Intersection Approach Lanes ³ | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|-----------------------------------|------------------------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.830-D | 0.821-D |
| - With Improvements | TS | 1 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 2 | d | 2 | 1.5 | 1.5 | 0.652-B | 0.593-A |
| Doris Avenue (EW) - #2 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.912-E | 0.789-C |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.702-C | 0.789-C |
| Teal Club Road (EW) - #3 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| - With Improvements | TS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 0.770-C | 0.766-C |
| 5th Street (EW) - #4 | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.752-C | 0.586-A |
| Wooley Road (EW) - #5 | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.672-B | 0.626-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.530-A | 0.486-A |
| Doris Avenue (EW) - #7 | | | | | | | | | | | | | | | |
| - Without Improvements | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (21.8-C) | (12.6-B) |
| - With Improvements | TS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | 0.494-A | 0.344-A |
| Project North Driveway (EW) - #8 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | (13.5-B) | (9.8-A) |
| Project South Driveway (EW) - #9 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (7.9-A) | (7.5-A) |
| Teal Club Road (EW) - #10 | CSS | < | 1 | > | < | 1 | > | < | 1 | > | < | 1 | > | (13.1-B) | (13.1-B) |
| Project West Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #11 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 2 | 0 | (13.2-B) | (12.1-B) |
| Project Central Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #12 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | (14.5-B) | (12.4-B) |
| Project East Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #13 | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 0 | 2 | 0 | (8.1-A) | (8.0-A) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 1 | 0.5 | 0.5 | 1 | 0 | d | 1 | 2 | 0 | 0 | 2 | d | (14.2-B) | (12.9-B) |
| Middle School Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #15 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | (12.1-B) | (10.9-B) |
| Project North Driveway (EW) - #16 | CSS | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | (7.2-A) | (7.2-A) |
| Project South Driveway (EW) - #17 | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | (8.5-A) | (8.5-A) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap; **BOLD** = Improvements

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Table 7

Opening Year (2020) Intersection Significant Impact Evaluation

| Intersection | Opening Year (2020) Morning Peak Hour | | | | Opening Year (2020) Evening Peak Hour | | | |
|-----------------------------------|--|--------------------------|------------|---------------------|--|--------------------------|------------|---------------------|
| | Without Project V/C (Delay) ¹ | With Project V/C (Delay) | Difference | Significant Impact? | Without Project V/C (Delay) ¹ | With Project V/C (Delay) | Difference | Significant Impact? |
| Victoria Avenue (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | |
| - Without Improvements | 0.830-D | 0.830-D | 0.000 | NO | 0.820-D | 0.821-D | +0.001 | NO |
| - With Improvements | 0.652-B | 0.652-B | 0.000 | NO | 0.592-A | 0.593-A | +0.001 | NO |
| Doris Avenue (EW) - #2 | | | | | | | | |
| - Without Improvements | 0.888-D | 0.912-E | +0.024 | YES ² | 0.785-C | 0.789-C | +0.004 | NO |
| - With Improvements | 0.675-B | 0.702-C | +0.027 | NO | 0.785-C | 0.789-C | +0.004 | NO |
| Teal Club Road (EW) - #3 | | | | | | | | |
| - Without Improvements | (99.9-F) | (99.9-F) | 0.0 | YES ² | (99.9-F) | (99.9-F) | 0.0 | YES ² |
| - With Improvements | 0.764-C | 0.770-C | +0.006 | NO | 0.763-C | 0.766-C | +0.003 | NO |
| 5th Street (EW) - #4 | 0.738-C | 0.586-A | -0.152 | NO | 0.738-C | 0.586-A | -0.152 | NO |
| Wooley Road (EW) - #5 | 0.658-B | 0.672-B | +0.014 | NO | 0.624-B | 0.626-B | +0.002 | NO |
| Patterson Road (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #6 | 0.524-A | 0.530-A | +0.006 | NO | 0.484-A | 0.486-A | +0.002 | NO |
| Doris Avenue (EW) - #7 | | | | | | | | |
| - Without Improvements | (14.4-B) | (21.8-C) | +7.4 | NO | (12.1-B) | (12.6-B) | +0.5 | NO |
| - With Improvements | 0.393-A | 0.494-A | +0.101 | NO | 0.321-A | 0.344-A | +0.023 | NO |
| Project North Driveway (EW) - #8 | N/A | (13.5-B) | N/A | N/A | N/A | (9.8-A) | N/A | N/A |
| Project South Driveway (EW) - #9 | N/A | (7.9-A) | N/A | N/A | N/A | (7.5-A) | N/A | N/A |
| Teal Club Road (EW) - #10 | (12.5-B) | | | | | | | |
| Project West Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #11 | N/A | (13.2-B) | N/A | N/A | N/A | (12.1-B) | N/A | N/A |
| Project Central Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #12 | N/A | (14.5-B) | N/A | N/A | N/A | (12.4-B) | N/A | N/A |
| Project East Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #13 | N/A | (8.1-A) | N/A | N/A | N/A | (8.0-A) | N/A | N/A |
| Daffodil Way (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #14 | (14.3-B) | (14.2-B) | -0.1 | NO | (13.1-B) | (12.9-B) | -0.2 | NO |
| Middle School Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #15 | N/A | (12.1-B) | N/A | N/A | N/A | (10.9-B) | N/A | N/A |
| Project North Driveway (EW) - #16 | N/A | (7.2-A) | N/A | N/A | N/A | (7.2-A) | N/A | N/A |
| Project South Driveway (EW) - #17 | N/A | (8.5-A) | N/A | N/A | N/A | (8.5-A) | N/A | N/A |

¹ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

² The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within [The Teal Club Specific Plan - EIR Traffic Impact Study](#) prepared by Stantec (May 2015).

Figure 22
Opening Year (2020) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

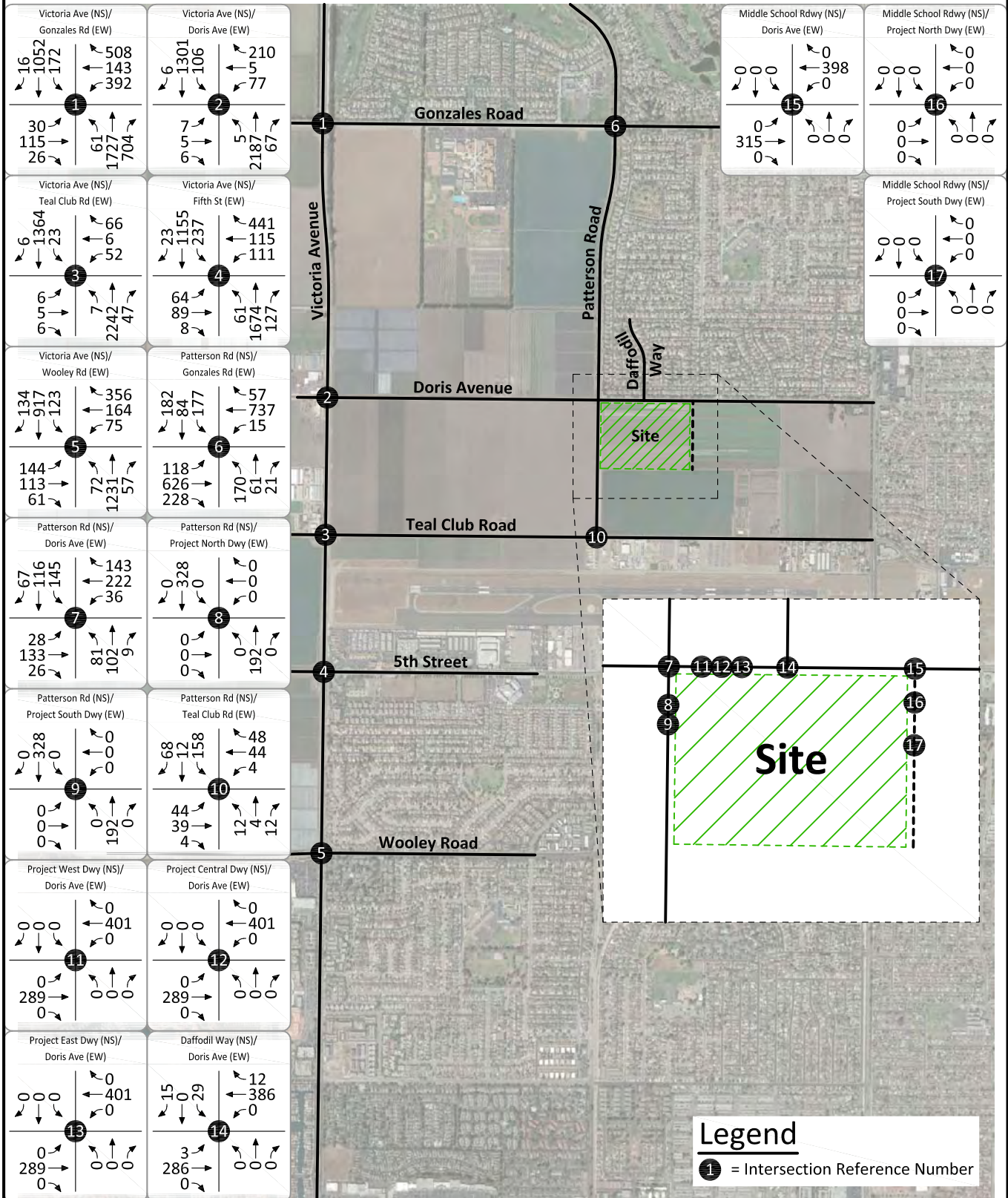


Figure 23
Opening Year (2020) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

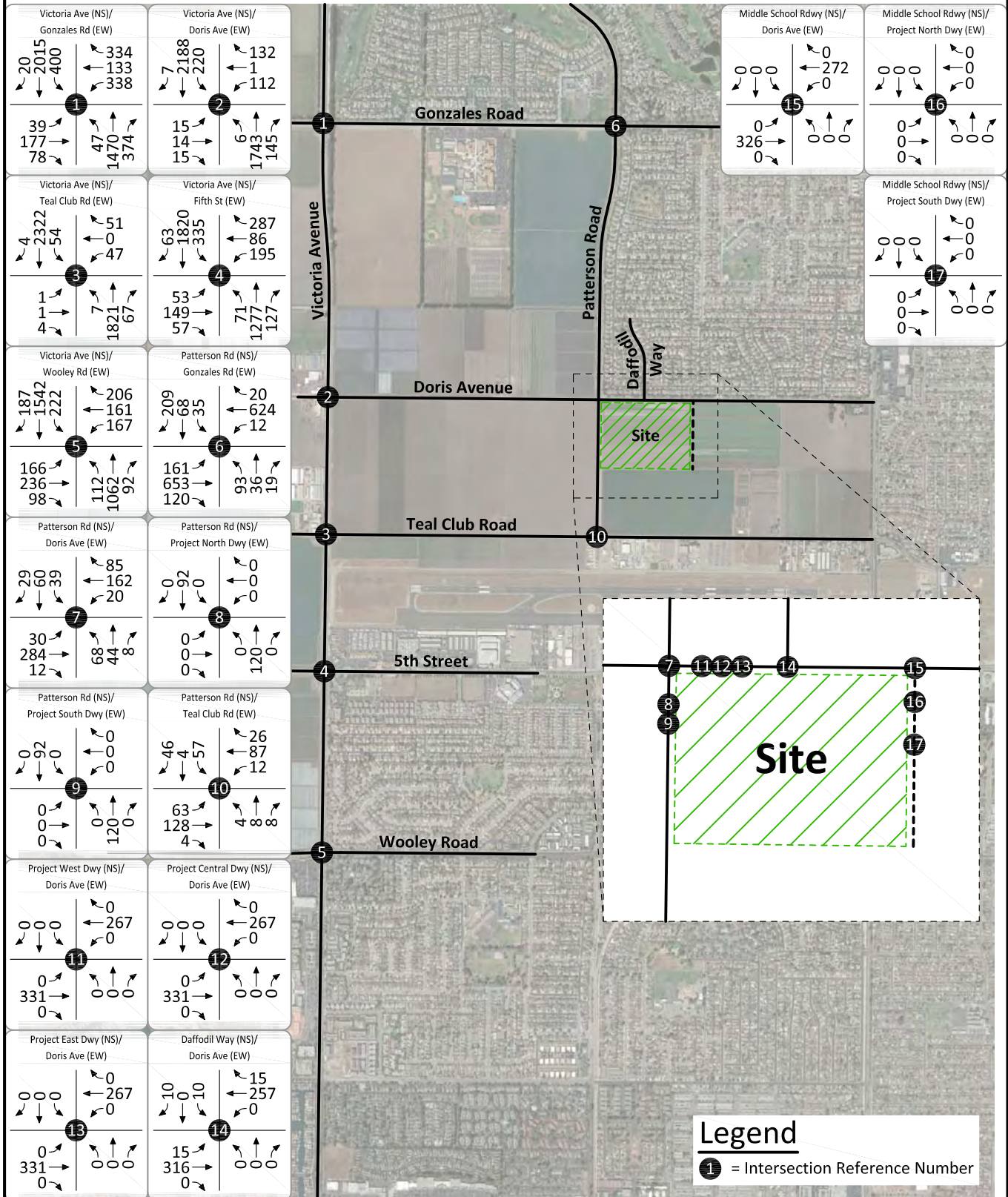


Figure 24
Opening Year (2020) With Project
Morning Peak Hour Intersection Turning Movement Volumes

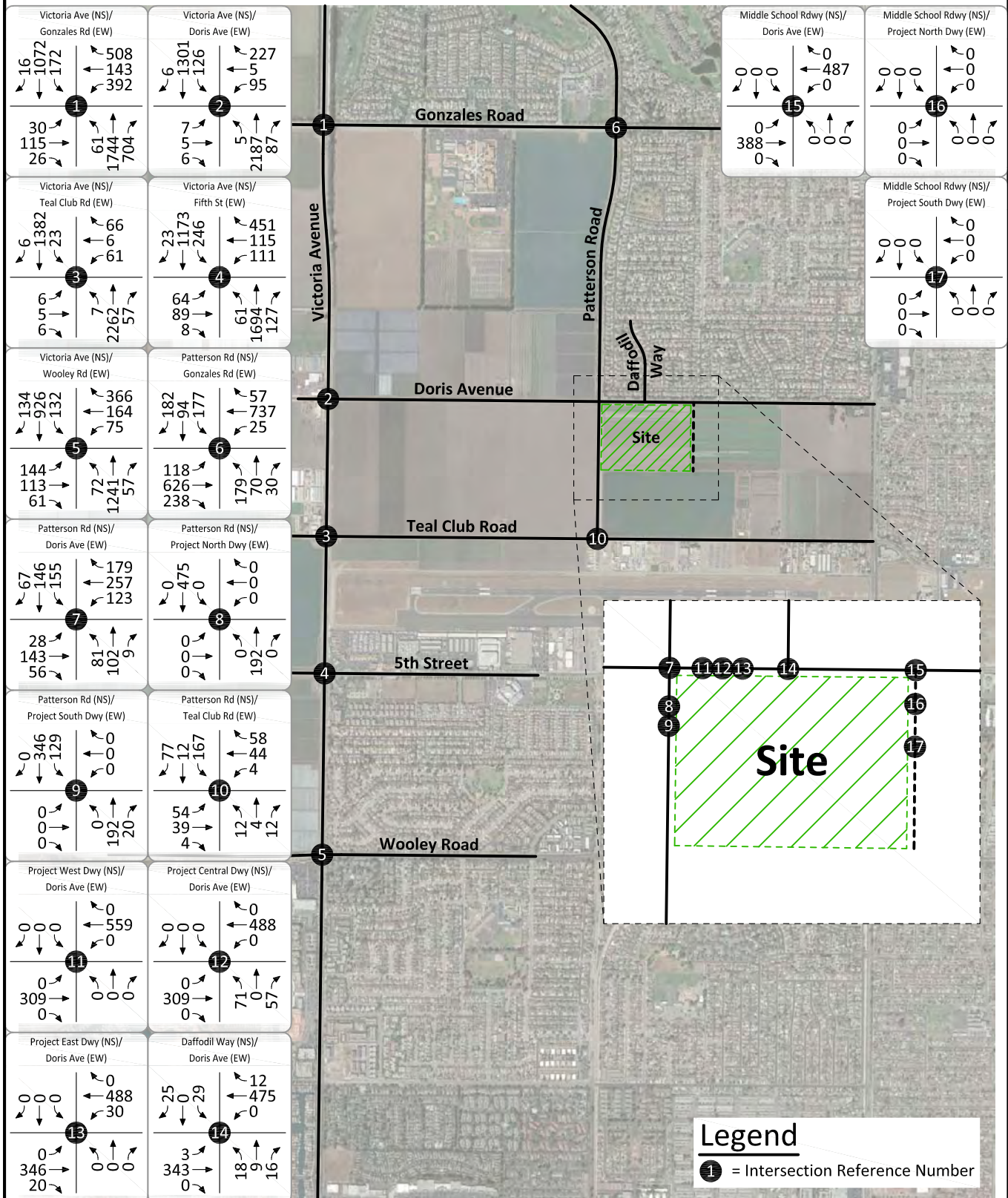
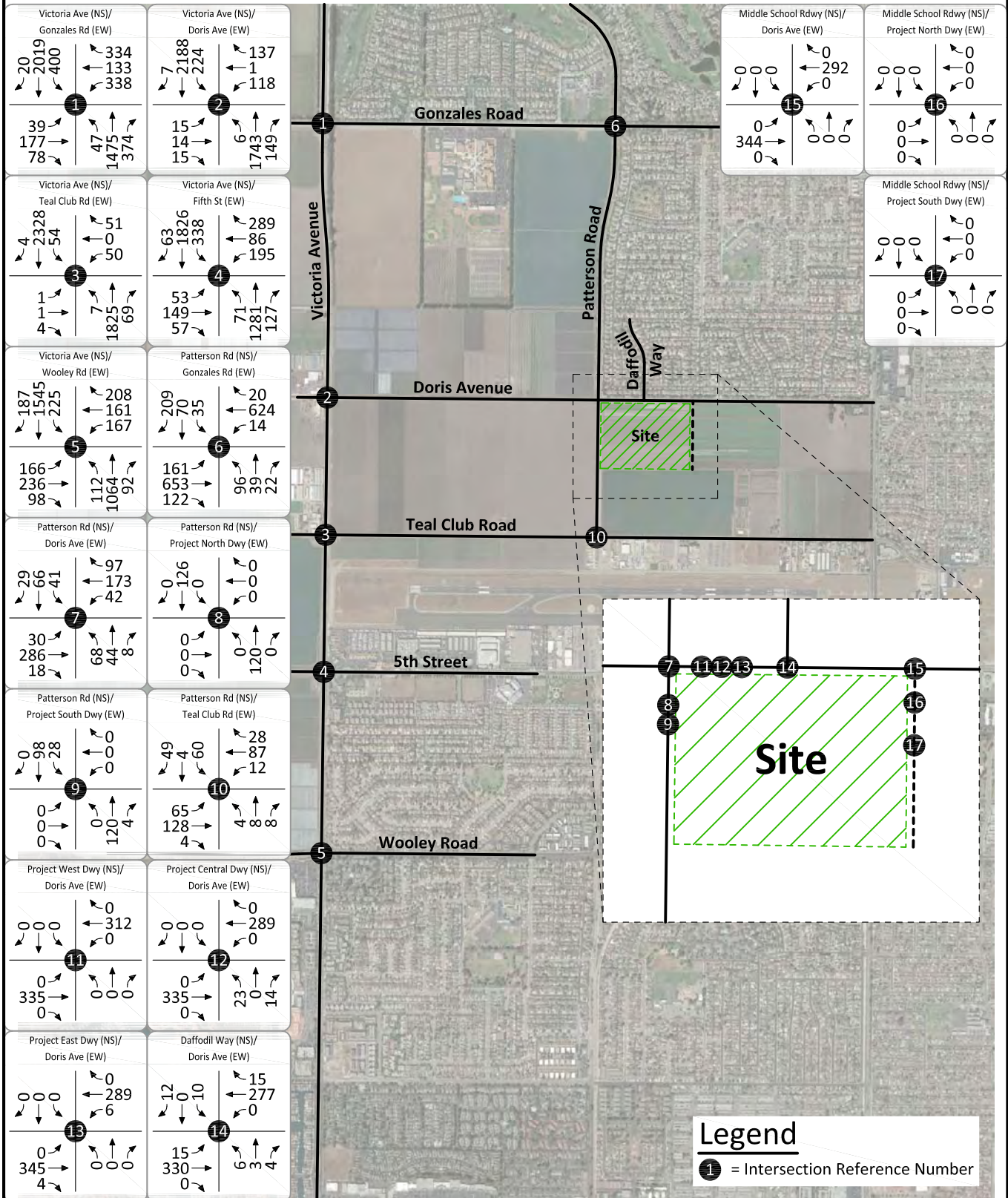


Figure 25 Opening Year (2020) With Project Evening Peak Hour Intersection Turning Movement Volumes



VIII. INTERIM YEAR (2021) TRAFFIC CONDITONS

In this section, Interim Year (2021) traffic conditions are discussed. Figures 26 to 29 depict the Interim Year (2021) traffic conditions.

A. Growth Methodology

The Interim Year (2021)⁸ traffic volumes were obtained from The Teal Club Specific Plan - EIR Traffic Impact Study prepared by Stantec (May 2015). It should be noted that the project site is located within the Teal Club Specific Plan; however, the proposed project has been “conservatively” added to the traffic volume forecasts. The traffic volumes were calculated based on the straight line growth from the existing traffic volumes to the Year 2030 traffic volumes obtained from the Oxnard Traffic Model (OTM).

B. Interim Year (2021) Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic volumes if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Interim Year (2021) Without Project traffic conditions have been calculated and are shown in Table 8. Interim Year (2021) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 26 and 27, respectively.

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) Without Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

- Victoria Avenue (NS) at:
 - Gonzales Road (EW) - #1
 - Doris Avenue (EW) - #2
 - Teal Club Road (EW) - #3
 - 5th Street (EW) - #4

⁸ In order to provide a conservative analysis for Interim Year (2021) traffic conditions, the Year 2025 traffic volumes from The Teal Club Specific Plan – EIR Traffic Impact Study prepared by Stantec (May 2015) have been used for Interim Year (2021).

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) Without Project traffic conditions, with improvements. Interim Year (2021) Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Interim Year (2021) With Project traffic conditions have been calculated and are shown in Table 9. Interim Year (2021) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 28 and 29, respectively.

The study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) With Project traffic conditions, except for the following study intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

Victoria Avenue (NS) at:
Gonzales Road (EW) - #1
Doris Avenue (EW) - #2
Teal Club Road (EW) - #3
5th Street (EW) - #4

Patterson Road (NS) at:
Doris Avenue (EW) - #7
Teal Club Road (EW) - #10

With improvements, the study intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2021) With Project traffic conditions. Interim Year (2021) With Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

C. Significant Transportation Impact

The performance criteria used for evaluating traffic volumes and roadway capacities are based on the City of Oxnard standards of Intersection Capacity Utilization methodology for calculating Levels of Service at signalized intersections during the morning and evening peak hours. For unsignalized intersections, the Highway Capacity Manual delay methodology was used.

According to the City of Oxnard criteria, Level of Service C during the peak hours is considered the worst acceptable Level of Service for an intersection. A project causes a significant impact if it contributes 0.02 or more to the Intersection Capacity Utilization value at an intersection operating at Level of Service C or worse during the peak hours. If the addition of project traffic volumes increases by 0.02 or more at an intersection operating at Level of Service C or worse, it should be mitigated to the Level of Service identified without the addition of the project traffic volumes.

The project trips significantly impact the following study intersections for Interim Year (2021)
With Project traffic conditions (see Table 10)⁹:

Victoria Avenue (NS) at:

- Doris Avenue (EW) - #2
- Teal Club Road (EW) - #3
- 5th Street (EW) - #4

Patterson Road (NS) at:

- Doris Avenue (EW) - #7
- Teal Club Road (EW) - #10

⁹ The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within [The Teal Club Specific Plan – EIR Traffic Impact Study](#) prepared by Stantec (May 2015).

Table 8

Interim Year (2021) Without Project Intersection Levels of Service

| Intersection | Traffic Control ² | Intersection Approach Lanes ³ | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|---------------------------|------------------------------|--|------------|------------|------------|------------|------------|-----------|-----|------------|-----------|------------|------------|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.844-D | 0.859-D |
| - With Improvements | TS | 1 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 2 | d | 2 | 1.5 | 1.5 | 0.670-B | 0.632-B |
| Doris Avenue (EW) - #2 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 0.988-E | 0.856-D |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 2 | 2.5 | 0.5 | < | 1 | > | 1 | 0.5 | 0.5 | 0.766-C | 0.612-B |
| Teal Club Road (EW) - #3 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 0.569-A | 0.557-A |
| 5th Street (EW) - #4 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.801-D | 0.601-B |
| - With Improvements | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 1.5 | 1.5 | 0.594-A | 0.481-A |
| Wooley Road (EW) - #5 | | | | | | | | | | | | | | | |
| | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.691-B | 0.657-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.513-A | 0.585-A |
| Doris Avenue (EW) - #7 | | | | | | | | | | | | | | | |
| - Without Improvements | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (23.8-C) | (18.8-C) |
| - With Improvements | TS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | 0.489-A | 0.430-A |
| Teal Club Road (EW) - #10 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | < | 1 | > | < | 1 | > | < | 1 | > | < | 1 | > | (14.5-B) | (15.0-C) |
| - With Improvements | CSS | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (13.1-B) | (14.4-B) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 0 | 0 | 0 | 1 | 0 | d | 1 | 1 | 0 | 0 | 2 | d | (16.2-C) | (12.4-B) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap; **BOLD** = Improvements

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Table 9

Interim Year (2021) With Project Intersection Levels of Service

| Intersection | Traffic Control ² | Intersection Approach Lanes ³ | | | | | | | | | | | | V/C (Delay)-LOS ³ | |
|-----------------------------------|------------------------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|----------|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Peak Hour | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Morning | Evening |
| Victoria Avenue (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | d | 2 | 2 | 1 | 0.844-B | 0.864-D |
| - With Improvements | TS | 1 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 2 | d | 2 | 1.5 | 1.5 | 0.671-B | 0.636-B |
| Doris Avenue (EW) - #2 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 1 | 2 | d | 1 | 2 | d | < | 1 | > | 1 | 0.5 | 0.5 | 1.053-F | 0.876-D |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 2 | 2.5 | 0.5 | < | 1 | > | 1 | 0.5 | 0.5 | 0.763-C | 0.629-B |
| Teal Club Road (EW) - #3 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 1 | 2 | d | 1 | 2 | d | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (99.9-F) | (99.9-F) |
| - With Improvements | TS | 1 | 2.5 | 0.5 | 1 | 2.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 0.633-B | 0.585-A |
| 5th Street (EW) - #4 | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 2 | 1 | 0.866-D | 0.619-B |
| - With Improvements | TS | 2 | 3 | 1 | 2 | 2.5 | 0.5 | 1 | 1.5 | 0.5 | 2 | 1.5 | 1.5 | 0.640-B | 0.489-A |
| Wooley Road (EW) - #5 | TS | 1 | 2.5 | 0.5 | 1 | 3 | 1> | 1 | 2 | 1 | 1 | 2 | 1> | 0.749-C | 0.667-B |
| Patterson Road (NS) at: | | | | | | | | | | | | | | | |
| Gonzales Road (EW) - #6 | TS | 1 | 1 | d | 1 | 1 | 1 | 1 | 2 | d | 1 | 2 | 1 | 0.526-A | 0.590-A |
| Doris Avenue (EW) - #7 | | | | | | | | | | | | | | | |
| - Without Improvements | AWS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | (99.9-F) | (25.8-D) |
| - With Improvements | TS | < | 1 | > | 0.5 | 0.5 | 1 | < | 1 | > | 0.5 | 0.5 | 1 | 0.738-C | 0.504-A |
| Project North Driveway (EW) - #8 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | (17.3-C) | (11.5-B) |
| Project South Driveway (EW) - #9 | CSS | 0 | 0.5 | 0.5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (8.4-A) | (7.6-A) |
| Teal Club Road (EW) - #10 | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | < | 1 | > | < | 1 | > | < | 1 | > | < | 1 | > | (32.2-D) | (17.1-C) |
| - With Improvements | CSS | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | (23.5-C) | (16.2-C) |
| Project West Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #11 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 1 | 2 | 0 | (19.8-C) | (14.3-B) |
| Project Central Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #12 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | (23.1-C) | (14.5-B) |
| Project East Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #13 | CSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 0 | 2 | 0 | (8.8-A) | (8.3-A) |
| Daffodil Way (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #14 | CSS | 1 | 0.5 | 0.5 | 1 | 0 | d | 1 | 2 | 0 | 0 | 2 | d | (19.3-C) | (14.4-B) |
| Middle School Driveway (NS) at: | | | | | | | | | | | | | | | |
| Doris Avenue (EW) - #15 | CSS | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | (23.3-C) | (12.6-B) |
| Project North Driveway (EW) - #16 | CSS | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | (7.8-A) | (7.4-A) |
| Project South Driveway (EW) - #17 | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | (9.6-A) | (8.8-A) |

¹ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop Control

² When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn; <1> = Shared Left/Through/Right; > = Right Turn Overlap; **BOLD** = Improvements

³ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

Table 10

Interim Year (2021) Intersection Significant Impact Evaluation

| Intersection | Interim Year (2021) Morning Peak Hour | | | | Interim Year (2021) Evening Peak Hour | | | |
|-----------------------------------|--|--------------------------|------------|---------------------|--|--------------------------|------------|---------------------|
| | Without Project V/C (Delay) ¹ | With Project V/C (Delay) | Difference | Significant Impact? | Without Project V/C (Delay) ¹ | With Project V/C (Delay) | Difference | Significant Impact? |
| Victoria Avenue (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #1 | | | | | | | | |
| - Without Improvements | 0.844-D | 0.844-B | 0.000 | NO | 0.859-D | 0.864-D | +0.005 | NO |
| - With Improvements | 0.670-B | 0.671-B | +0.001 | NO | 0.632-B | 0.636-B | +0.004 | NO |
| Doris Avenue (EW) - #2 | | | | | | | | |
| - Without Improvements | 0.988-E | 1.053-F | +0.065 | YES ² | 0.856-D | 0.876-D | +0.020 | YES ² |
| - With Improvements | 0.766-C | 0.763-C | -0.003 | NO | 0.612-B | 0.629-B | +0.017 | NO |
| Teal Club Road (EW) - #3 | | | | | | | | |
| - Without Improvements | (99.9-F) | (99.9-F) | 0.0 | YES ² | (99.9-F) | (99.9-F) | 0.0 | YES ² |
| - With Improvements | 0.569-A | 0.633-B | +0.064 | NO | 0.557-A | 0.585-A | +0.028 | NO |
| 5th Street (EW) - #4 | | | | | | | | |
| - Without Improvements | 0.801-D | 0.866-D | +0.065 | YES ² | 0.601-B | 0.619-B | +0.018 | NO |
| - With Improvements | 0.594-A | 0.640-B | +0.046 | NO | 0.481-A | 0.489-A | +0.008 | NO |
| Wooley Road (EW) - #5 | 0.691-B | 0.749-C | +0.058 | NO | 0.657-B | 0.667-B | +0.010 | NO |
| Patterson Road (NS) at: | | | | | | | | |
| Gonzales Road (EW) - #6 | 0.513-A | 0.526-A | +0.013 | NO | 0.585-A | 0.590-A | +0.005 | NO |
| Doris Avenue (EW) - #7 | | | | | | | | |
| - Without Improvements | (23.8-C) | (99.9-F) | +76.1 | YES ² | (18.8-C) | (25.8-D) | +7.0 | YES ² |
| - With Improvements | 0.489-A | 0.738-C | +0.249 | NO | 0.430-A | 0.504-A | +0.074 | NO |
| Project North Driveway (EW) - #8 | N/A | (17.3-C) | N/A | N/A | N/A | (11.5-B) | N/A | N/A |
| Project South Driveway (EW) - #9 | N/A | (8.4-A) | N/A | N/A | N/A | (7.6-A) | N/A | N/A |
| Teal Club Road (EW) - #10 | | | | | | | | |
| - Without Improvements | (14.5-B) | (32.2-D) | +17.7 | YES ² | (15.0-C) | (17.1-C) | +2.1 | NO |
| - With Improvements | (13.1-B) | (23.5-C) | +10.4 | NO | (14.4-B) | (16.2-C) | +1.8 | NO |
| Project West Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #11 | N/A | (19.8-C) | N/A | N/A | N/A | (14.3-B) | N/A | N/A |
| Project Central Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #12 | N/A | (23.1-C) | N/A | N/A | N/A | (14.5-B) | N/A | N/A |
| Project East Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #13 | N/A | (8.8-A) | N/A | N/A | N/A | (8.3-A) | N/A | N/A |
| Daffodil Way (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #14 | (16.2-C) | (19.3-C) | +3.1 | NO | (12.4-B) | (14.4-B) | +2.0 | NO |
| Middle School Driveway (NS) at: | | | | | | | | |
| Doris Avenue (EW) - #15 | N/A | (23.3-C) | N/A | N/A | N/A | (12.6-B) | N/A | N/A |
| Project North Driveway (EW) - #16 | N/A | (7.8-A) | N/A | N/A | N/A | (7.4-A) | N/A | N/A |
| Project South Driveway (EW) - #17 | N/A | (9.6-A) | N/A | N/A | N/A | (8.8-A) | N/A | N/A |

¹ Volume to capacity ratio (V/C), delay, and Level of Service (LOS) have been calculated using the following analysis software: Vistro, Version 5.00-02. Delay-based results are shown in parenthesis. For intersections with cross street stop control, the delay and Level of Service for the worst approach are shown. (99.9) = Delay High, Intersection Unstable, Level of Service F.

² The proposed project is within the Teal Club Specific Plan. The improvements to these intersections are programmed within The Teal Club Specific Plan - EIR Traffic Impact Study prepared by Stantec (May 2015).

Figure 26
Interim Year (2021) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

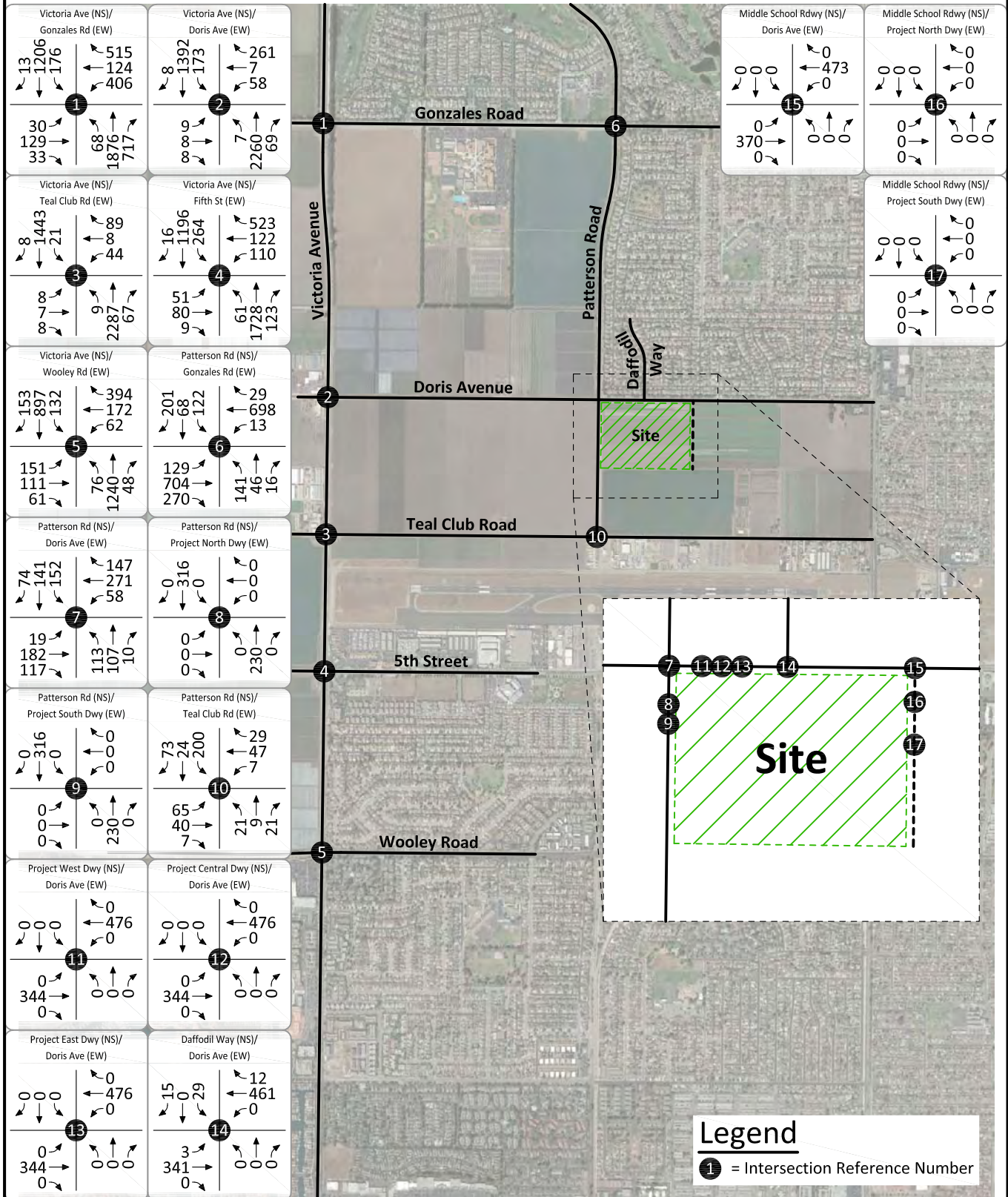


Figure 27
Interim Year (2021) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

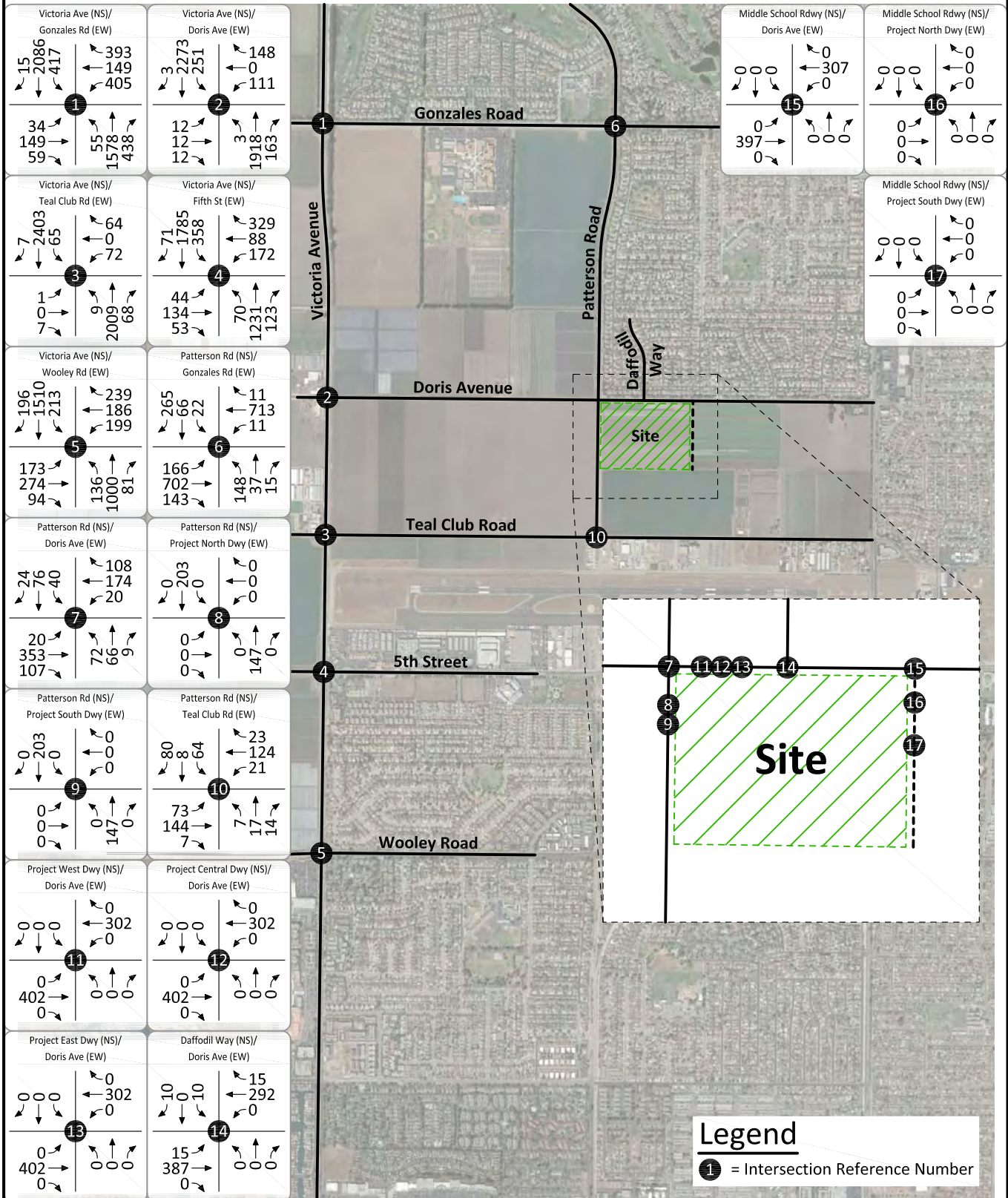


Figure 28 Interim Year (2021) With Project Morning Peak Hour Intersection Turning Movement Volumes

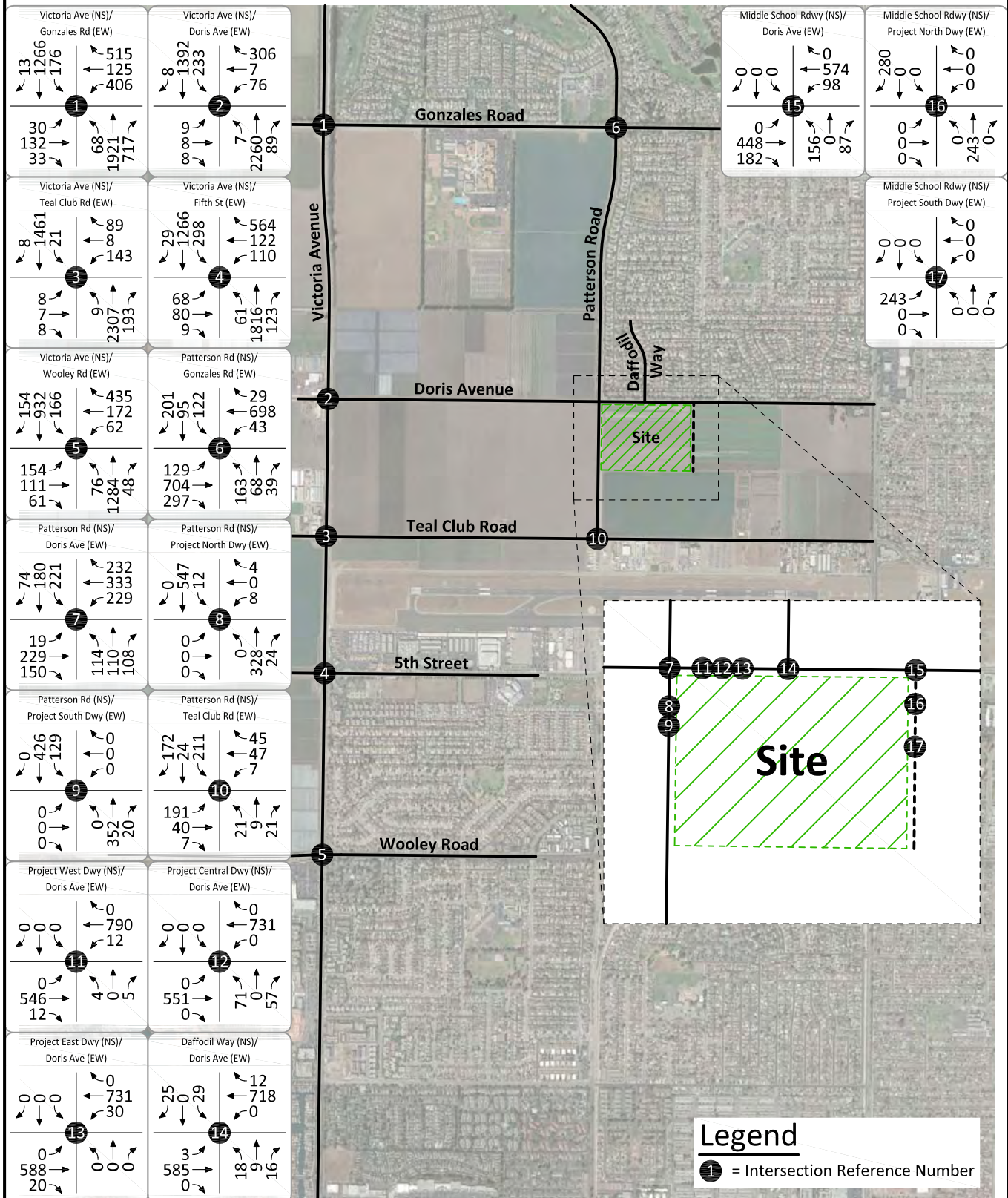
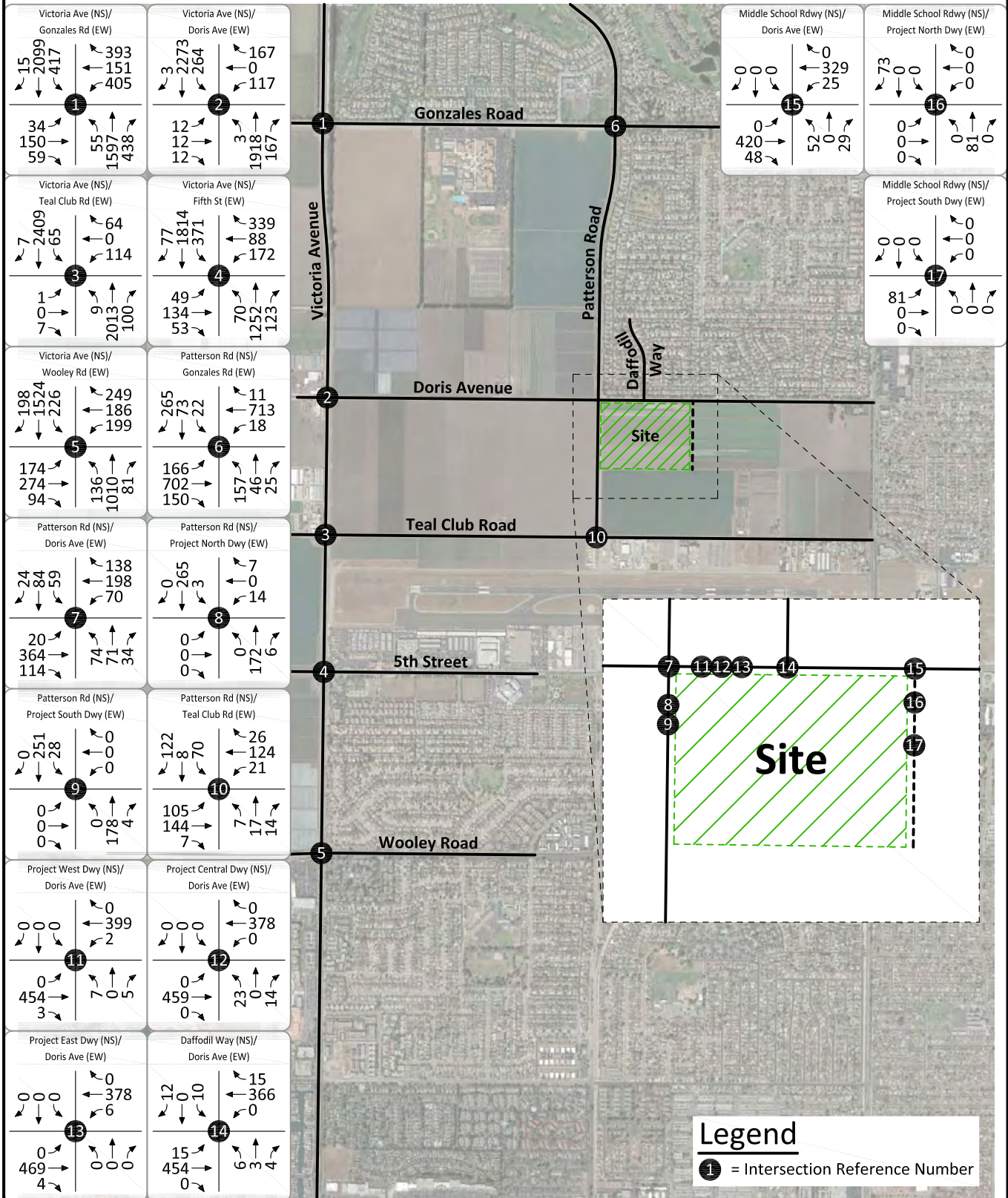


Figure 29 Interim Year (2021) With Project Evening Peak Hour Intersection Turning Movement Volumes



IX. RECOMMENDATIONS

A. Site Access

The project site is proposed to provide access to Patterson Road and Doris Avenue.

B. Roadway Improvements

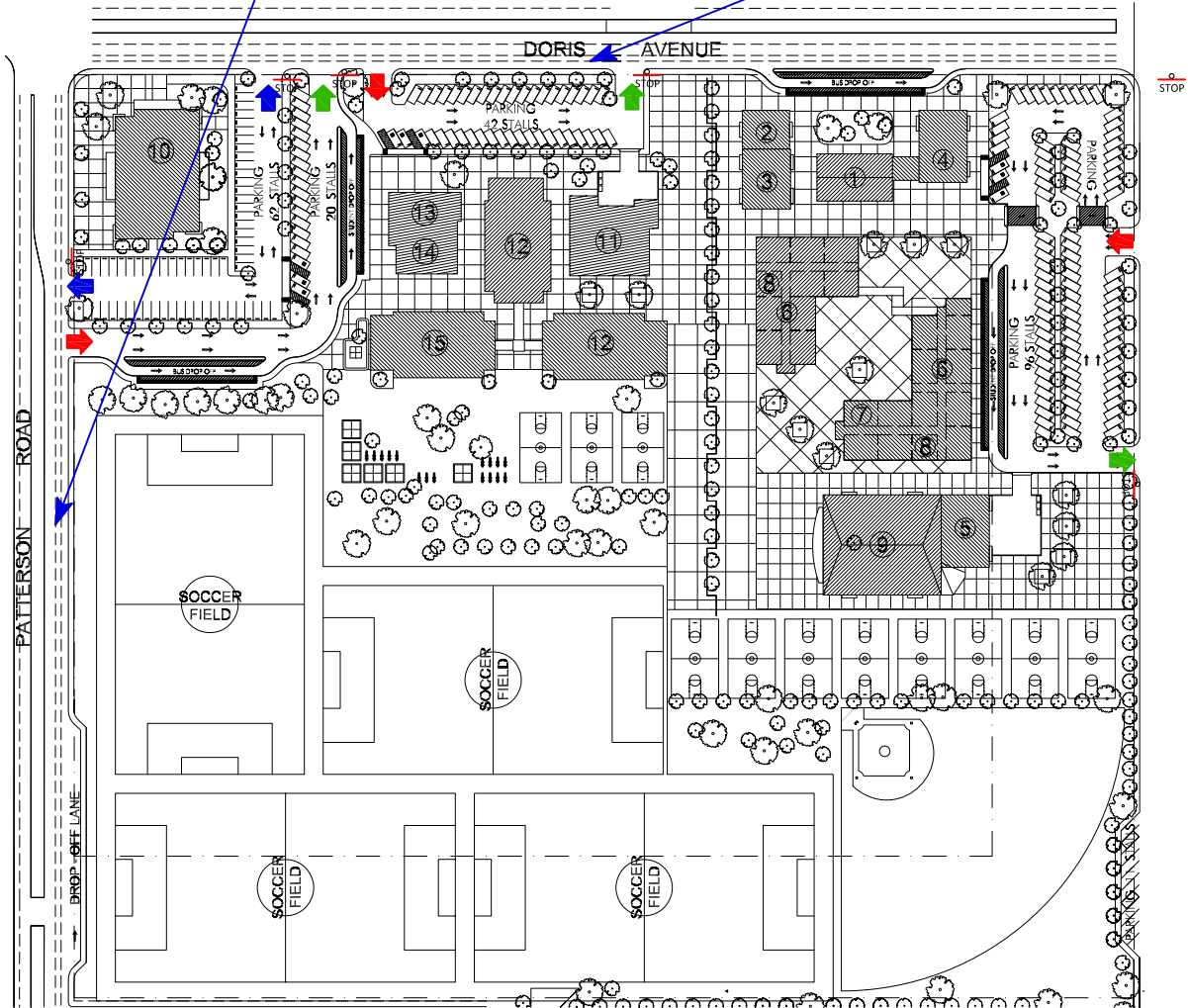
Site-specific circulation and vehicular access recommendations are depicted on Figure 30.

1. Construct Patterson Road from Doris Avenue to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
2. Construct Doris Avenue from Patterson Road to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
3. The project shall provide sufficient parking spaces to meet the City of Oxnard parking code requirements in order to service on-site parking.
4. Sight distance at the project accesses shall comply with standard California Department of Transportation and City of Oxnard sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits. No slope or object over 30 inches shall be in the line of sight area.
5. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
6. As is the case for any roadway design, the City of Oxnard should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Figure 30
Circulation Recommendations

Construct Patterson Road from Doris Avenue to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Construct Doris Avenue from Patterson Road to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.



The project shall provide sufficient parking spaces to meet the City of Oxnard parking code requirements in order to service on-site parking.

Sight distance at the project accesses shall comply with standard California Department of Transportation and City of Oxnard sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits. No slope or object over 30 inches shall be in the line of sight area.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

As is the case for any roadway design, the City of Oxnard should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Legend

- = Stop Sign
- = Full Access Driveway
- = Inbound Only Access Driveway
- = Outbound Only Access Driveway



APPENDICES

Appendix A – Glossary of Transportation Terms

Appendix B – Intersection Turning Movement Count Worksheets

Appendix C – Explanation and Calculation of Intersection Capacity Utilization/Delay

Appendix D – Traffic Signal Warrant Worksheets

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

| | |
|-----------|---|
| AC: | Acres |
| ADT: | Average Daily Traffic |
| Caltrans: | California Department of Transportation |
| DU: | Dwelling Unit |
| ICU: | Intersection Capacity Utilization |
| LOS: | Level of Service |
| TSF: | Thousand Square Feet |
| V/C: | Volume/Capacity |
| VMT: | Vehicle Miles Traveled |

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home are two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Intersection Turning Movement Count Worksheets

County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

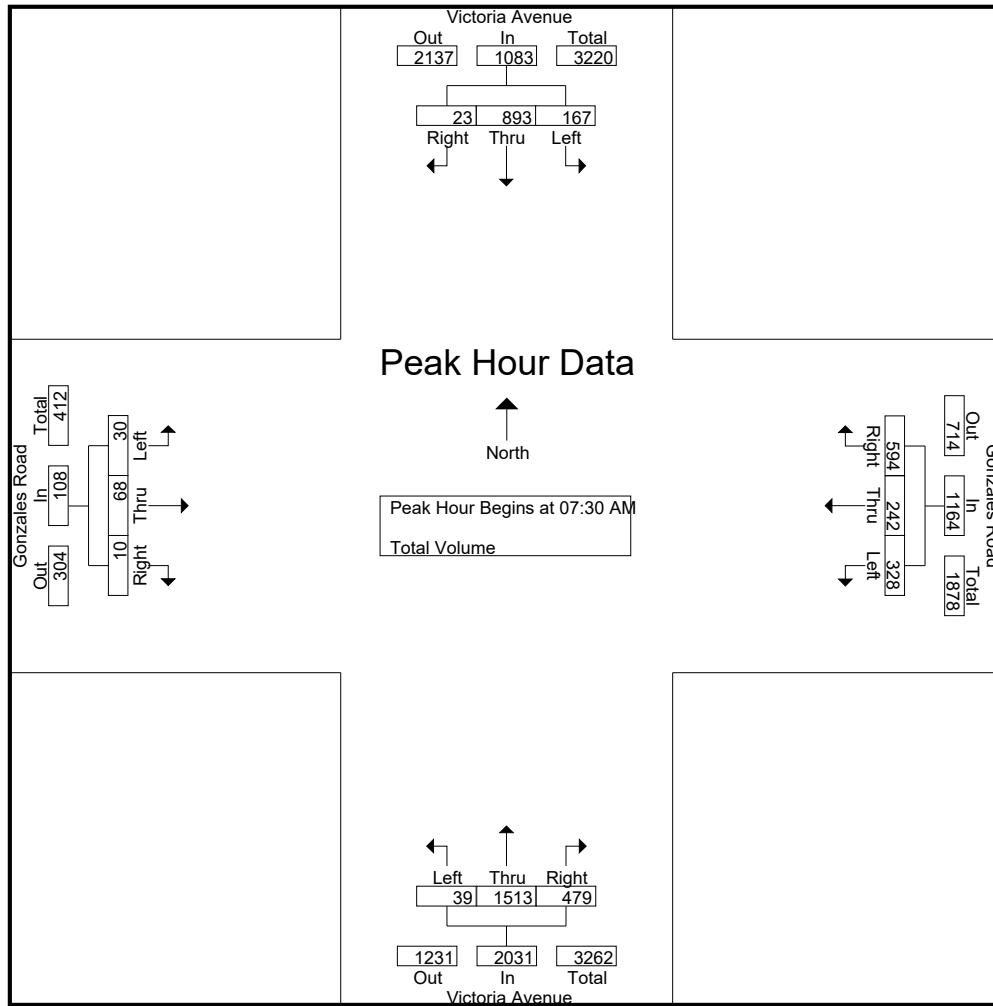
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Gonzales Road Westbound | | | | Victoria Avenue Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 27 | 173 | 11 | 211 | 53 | 29 | 89 | 171 | 11 | 292 | 54 | 357 | 3 | 10 | 10 | 23 | 762 |
| 07:15 AM | 16 | 195 | 5 | 216 | 41 | 38 | 88 | 167 | 8 | 432 | 66 | 506 | 7 | 14 | 3 | 24 | 913 |
| 07:30 AM | 40 | 214 | 6 | 260 | 79 | 51 | 115 | 245 | 10 | 386 | 196 | 592 | 10 | 22 | 3 | 35 | 1132 |
| 07:45 AM | 47 | 250 | 8 | 305 | 114 | 45 | 144 | 303 | 10 | 440 | 210 | 660 | 2 | 16 | 3 | 21 | 1289 |
| Total | 130 | 832 | 30 | 992 | 287 | 163 | 436 | 886 | 39 | 1550 | 526 | 2115 | 22 | 62 | 19 | 103 | 4096 |
| 08:00 AM | 41 | 230 | 5 | 276 | 92 | 66 | 149 | 307 | 8 | 359 | 43 | 410 | 7 | 12 | 3 | 22 | 1015 |
| 08:15 AM | 39 | 199 | 4 | 242 | 43 | 80 | 186 | 309 | 11 | 328 | 30 | 369 | 11 | 18 | 1 | 30 | 950 |
| 08:30 AM | 53 | 212 | 7 | 272 | 39 | 38 | 132 | 209 | 8 | 332 | 30 | 370 | 10 | 14 | 1 | 25 | 876 |
| 08:45 AM | 30 | 209 | 5 | 244 | 32 | 28 | 97 | 157 | 3 | 342 | 34 | 379 | 9 | 18 | 6 | 33 | 813 |
| Total | 163 | 850 | 21 | 1034 | 206 | 212 | 564 | 982 | 30 | 1361 | 137 | 1528 | 37 | 62 | 11 | 110 | 3654 |
| Grand Total | 293 | 1682 | 51 | 2026 | 493 | 375 | 1000 | 1868 | 69 | 2911 | 663 | 3643 | 59 | 124 | 30 | 213 | 7750 |
| Apprch % | 14.5 | 83 | 2.5 | | 26.4 | 20.1 | 53.5 | | 1.9 | 79.9 | 18.2 | | 27.7 | 58.2 | 14.1 | | |
| Total % | 3.8 | 21.7 | 0.7 | 26.1 | 6.4 | 4.8 | 12.9 | 24.1 | 0.9 | 37.6 | 8.6 | 47 | 0.8 | 1.6 | 0.4 | 2.7 | |

| Start Time | Victoria Avenue Southbound | | | | Gonzales Road Westbound | | | | Victoria Avenue Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|--|----------------------------|------------|----------|------------|-------------------------|-----------|------------|------------|----------------------------|------------|------------|------------|-------------------------|-----------|----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 40 | 214 | 6 | 260 | 79 | 51 | 115 | 245 | 10 | 386 | 196 | 592 | 10 | 22 | 3 | 35 | 1132 |
| 07:45 AM | 47 | 250 | 8 | 305 | 114 | 45 | 144 | 303 | 10 | 440 | 210 | 660 | 2 | 16 | 3 | 21 | 1289 |
| 08:00 AM | 41 | 230 | 5 | 276 | 92 | 66 | 149 | 307 | 8 | 359 | 43 | 410 | 7 | 12 | 3 | 22 | 1015 |
| 08:15 AM | 39 | 199 | 4 | 242 | 43 | 80 | 186 | 309 | 11 | 328 | 30 | 369 | 11 | 18 | 1 | 30 | 950 |
| Total Volume | 167 | 893 | 23 | 1083 | 328 | 242 | 594 | 1164 | 39 | 1513 | 479 | 2031 | 30 | 68 | 10 | 108 | 4386 |
| % App. Total | 15.4 | 82.5 | 2.1 | | 28.2 | 20.8 | 51 | | 1.9 | 74.5 | 23.6 | | 27.8 | 63 | 9.3 | | |
| PHF | .888 | .893 | .719 | .888 | .719 | .756 | .798 | .942 | .886 | .860 | .570 | .769 | .682 | .773 | .833 | .771 | .851 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 08:00 AM | | | |
|--------------|-----------|------------|----------|------------|------------|-----------|------------|------------|-----------|------------|------------|------------|-----------|-----------|----------|-----------|
| +0 mins. | 47 | 250 | 8 | 305 | 79 | 51 | 115 | 245 | 8 | 432 | 66 | 506 | 7 | 12 | 3 | 22 |
| +15 mins. | 41 | 230 | 5 | 276 | 114 | 45 | 144 | 303 | 10 | 386 | 196 | 592 | 11 | 18 | 1 | 30 |
| +30 mins. | 39 | 199 | 4 | 242 | 92 | 66 | 149 | 307 | 10 | 440 | 210 | 660 | 10 | 14 | 1 | 25 |
| +45 mins. | 53 | 212 | 7 | 272 | 43 | 80 | 186 | 309 | 8 | 359 | 43 | 410 | 9 | 18 | 6 | 33 |
| Total Volume | 180 | 891 | 24 | 1095 | 328 | 242 | 594 | 1164 | 36 | 1617 | 515 | 2168 | 37 | 62 | 11 | 110 |
| % App. Total | 16.4 | 81.4 | 2.2 | | 28.2 | 20.8 | 51 | | 1.7 | 74.6 | 23.8 | | 33.6 | 56.4 | 10 | |
| PHF | .849 | .891 | .750 | .898 | .719 | .756 | .798 | .942 | .900 | .919 | .613 | .821 | .841 | .861 | .458 | .833 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

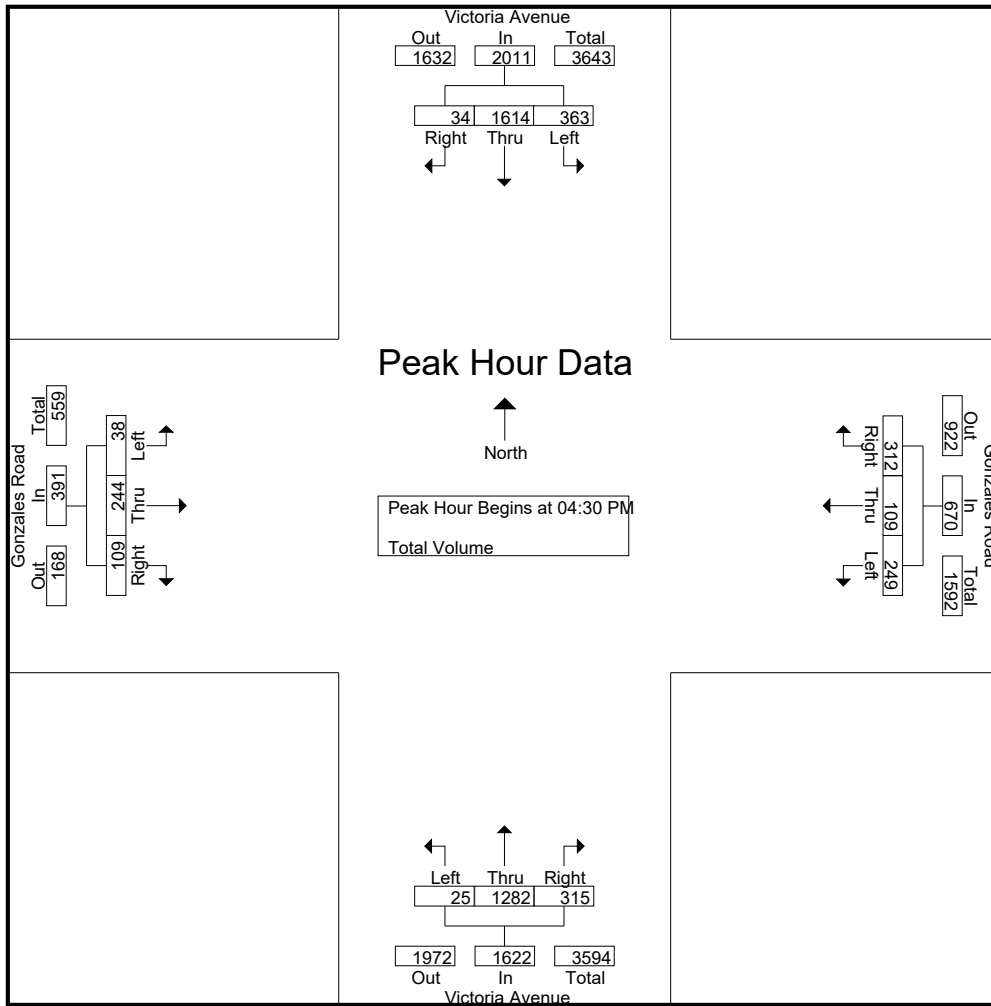
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Gonzales Road Westbound | | | | Victoria Avenue Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 85 | 378 | 8 | 471 | 54 | 38 | 76 | 168 | 9 | 288 | 67 | 364 | 5 | 43 | 16 | 64 | 1067 |
| 04:15 PM | 90 | 338 | 16 | 444 | 68 | 23 | 75 | 166 | 9 | 280 | 61 | 350 | 7 | 79 | 42 | 128 | 1088 |
| 04:30 PM | 65 | 361 | 9 | 435 | 57 | 21 | 80 | 158 | 3 | 362 | 67 | 432 | 24 | 82 | 48 | 154 | 1179 |
| 04:45 PM | 98 | 346 | 7 | 451 | 74 | 34 | 71 | 179 | 11 | 257 | 75 | 343 | 5 | 60 | 20 | 85 | 1058 |
| Total | 338 | 1423 | 40 | 1801 | 253 | 116 | 302 | 671 | 32 | 1187 | 270 | 1489 | 41 | 264 | 126 | 431 | 4392 |
| 05:00 PM | 83 | 478 | 8 | 569 | 63 | 30 | 83 | 176 | 5 | 385 | 86 | 476 | 3 | 48 | 20 | 71 | 1292 |
| 05:15 PM | 117 | 429 | 10 | 556 | 55 | 24 | 78 | 157 | 6 | 278 | 87 | 371 | 6 | 54 | 21 | 81 | 1165 |
| 05:30 PM | 98 | 455 | 5 | 558 | 59 | 34 | 74 | 167 | 1 | 271 | 69 | 341 | 9 | 54 | 22 | 85 | 1151 |
| 05:45 PM | 77 | 426 | 6 | 509 | 63 | 33 | 76 | 172 | 5 | 279 | 84 | 368 | 2 | 28 | 7 | 37 | 1086 |
| Total | 375 | 1788 | 29 | 2192 | 240 | 121 | 311 | 672 | 17 | 1213 | 326 | 1556 | 20 | 184 | 70 | 274 | 4694 |
| Grand Total | 713 | 3211 | 69 | 3993 | 493 | 237 | 613 | 1343 | 49 | 2400 | 596 | 3045 | 61 | 448 | 196 | 705 | 9086 |
| Apprch % | 17.9 | 80.4 | 1.7 | | 36.7 | 17.6 | 45.6 | | 1.6 | 78.8 | 19.6 | | 8.7 | 63.5 | 27.8 | | |
| Total % | 7.8 | 35.3 | 0.8 | 43.9 | 5.4 | 2.6 | 6.7 | 14.8 | 0.5 | 26.4 | 6.6 | 33.5 | 0.7 | 4.9 | 2.2 | 7.8 | |

| Start Time | Victoria Avenue Southbound | | | | Gonzales Road Westbound | | | | Victoria Avenue Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|--|----------------------------|------------|-----------|------------|-------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|-------------------------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 65 | 361 | 9 | 435 | 57 | 21 | 80 | 158 | 3 | 362 | 67 | 432 | 24 | 82 | 48 | 154 | 1179 |
| 04:45 PM | 98 | 346 | 7 | 451 | 74 | 34 | 71 | 179 | 11 | 257 | 75 | 343 | 5 | 60 | 20 | 85 | 1058 |
| 05:00 PM | 83 | 478 | 8 | 569 | 63 | 30 | 83 | 176 | 5 | 385 | 86 | 476 | 3 | 48 | 20 | 71 | 1292 |
| 05:15 PM | 117 | 429 | 10 | 556 | 55 | 24 | 78 | 157 | 6 | 278 | 87 | 371 | 6 | 54 | 21 | 81 | 1165 |
| Total Volume | 363 | 1614 | 34 | 2011 | 249 | 109 | 312 | 670 | 25 | 1282 | 315 | 1622 | 38 | 244 | 109 | 391 | 4694 |
| % App. Total | 18.1 | 80.3 | 1.7 | | 37.2 | 16.3 | 46.6 | | 1.5 | 79 | 19.4 | | 9.7 | 62.4 | 27.9 | | |
| PHF | .776 | .844 | .850 | .884 | .841 | .801 | .940 | .936 | .568 | .832 | .905 | .852 | .396 | .744 | .568 | .635 | .908 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 04:15 PM | | | | 04:30 PM | | | | 04:15 PM | | | |
|--------------|------------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins. | 83 | 478 | 8 | 569 | 68 | 23 | 75 | 166 | 3 | 362 | 67 | 432 | 7 | 79 | 42 | 128 |
| +15 mins. | 117 | 429 | 10 | 556 | 57 | 21 | 80 | 158 | 11 | 257 | 75 | 343 | 24 | 82 | 48 | 154 |
| +30 mins. | 98 | 455 | 5 | 558 | 74 | 34 | 71 | 179 | 5 | 385 | 86 | 476 | 5 | 60 | 20 | 85 |
| +45 mins. | 77 | 426 | 6 | 509 | 63 | 30 | 83 | 176 | 6 | 278 | 87 | 371 | 3 | 48 | 20 | 71 |
| Total Volume | 375 | 1788 | 29 | 2192 | 262 | 108 | 309 | 679 | 25 | 1282 | 315 | 1622 | 39 | 269 | 130 | 438 |
| % App. Total | 17.1 | 81.6 | 1.3 | | 38.6 | 15.9 | 45.5 | | 1.5 | 79 | 19.4 | | 8.9 | 61.4 | 29.7 | |
| PHF | .801 | .935 | .725 | .963 | .885 | .794 | .931 | .948 | .568 | .832 | .905 | .852 | .406 | .820 | .677 | .711 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

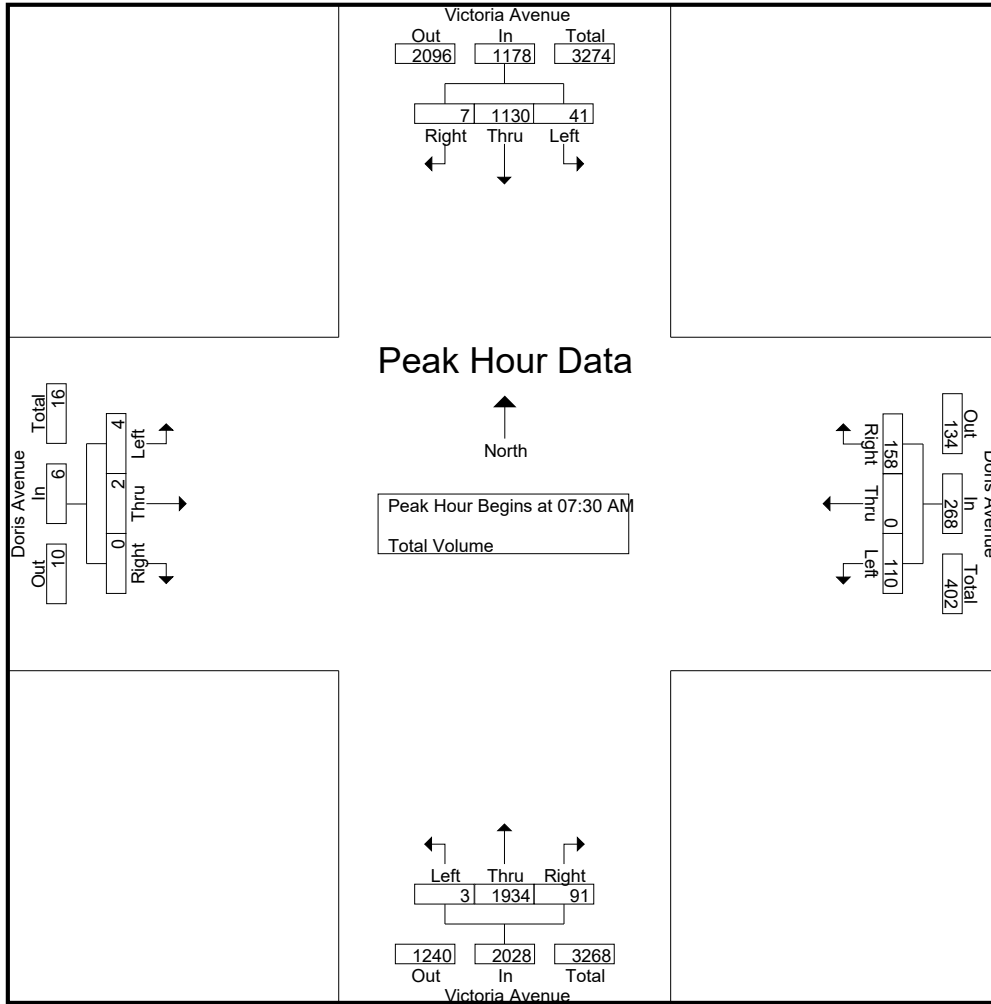
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Doris Avenue Westbound | | | | Victoria Avenue Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--------------------|----------------------------|-------------|-----------|-------------|------------------------|----------|------------|------------|----------------------------|-------------|------------|-------------|------------------------|----------|----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 2 | 246 | 4 | 252 | 14 | 4 | 26 | 44 | 11 | 358 | 12 | 381 | 4 | 1 | 3 | 8 | 685 |
| 07:15 AM | 4 | 233 | 1 | 238 | 16 | 0 | 35 | 51 | 3 | 412 | 10 | 425 | 0 | 0 | 3 | 3 | 717 |
| 07:30 AM | 2 | 267 | 2 | 271 | 18 | 0 | 32 | 50 | 0 | 594 | 20 | 614 | 2 | 1 | 0 | 3 | 938 |
| 07:45 AM | 12 | 295 | 3 | 310 | 39 | 0 | 70 | 109 | 0 | 557 | 17 | 574 | 0 | 1 | 0 | 1 | 994 |
| Total | 20 | 1041 | 10 | 1071 | 87 | 4 | 163 | 254 | 14 | 1921 | 59 | 1994 | 6 | 3 | 6 | 15 | 3334 |
| 08:00 AM | 14 | 312 | 1 | 327 | 24 | 0 | 32 | 56 | 1 | 408 | 25 | 434 | 0 | 0 | 0 | 0 | 817 |
| 08:15 AM | 13 | 256 | 1 | 270 | 29 | 0 | 24 | 53 | 2 | 375 | 29 | 406 | 2 | 0 | 0 | 2 | 731 |
| 08:30 AM | 4 | 229 | 0 | 233 | 29 | 0 | 21 | 50 | 3 | 343 | 17 | 363 | 1 | 1 | 0 | 2 | 648 |
| 08:45 AM | 4 | 262 | 1 | 267 | 17 | 0 | 23 | 40 | 1 | 352 | 14 | 367 | 1 | 0 | 0 | 1 | 675 |
| Total | 35 | 1059 | 3 | 1097 | 99 | 0 | 100 | 199 | 7 | 1478 | 85 | 1570 | 4 | 1 | 0 | 5 | 2871 |
| Grand Total | 55 | 2100 | 13 | 2168 | 186 | 4 | 263 | 453 | 21 | 3399 | 144 | 3564 | 10 | 4 | 6 | 20 | 6205 |
| Apprch % | 2.5 | 96.9 | 0.6 | | 41.1 | 0.9 | 58.1 | | 0.6 | 95.4 | 4 | | 50 | 20 | 30 | | |
| Total % | 0.9 | 33.8 | 0.2 | 34.9 | 3 | 0.1 | 4.2 | 7.3 | 0.3 | 54.8 | 2.3 | 57.4 | 0.2 | 0.1 | 0.1 | 0.3 | |

| Start Time | Victoria Avenue Southbound | | | | Doris Avenue Westbound | | | | Victoria Avenue Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--|----------------------------|------------|-------|------------|------------------------|------|-----------|------------|----------------------------|------------|-----------|------------|------------------------|----------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 267 | 2 | 271 | 18 | 0 | 32 | 50 | 0 | 594 | 20 | 614 | 2 | 1 | 0 | 3 | 938 |
| 07:45 AM | 12 | 295 | 3 | 310 | 39 | 0 | 70 | 109 | 0 | 557 | 17 | 574 | 0 | 1 | 0 | 1 | 994 |
| 08:00 AM | 14 | 312 | 1 | 327 | 24 | 0 | 32 | 56 | 1 | 408 | 25 | 434 | 0 | 0 | 0 | 0 | 817 |
| 08:15 AM | 13 | 256 | 1 | 270 | 29 | 0 | 24 | 53 | 2 | 375 | 29 | 406 | 2 | 0 | 0 | 2 | 731 |
| Total Volume | 41 | 1130 | 7 | 1178 | 110 | 0 | 158 | 268 | 3 | 1934 | 91 | 2028 | 4 | 2 | 0 | 6 | 3480 |
| % App. Total | 3.5 | 95.9 | 0.6 | | 41 | 0 | 59 | | 0.1 | 95.4 | 4.5 | | 66.7 | 33.3 | 0 | | |
| PHF | .732 | .905 | .583 | .901 | .705 | .000 | .564 | .615 | .375 | .814 | .784 | .826 | .500 | .500 | .000 | .500 | .875 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 267 | 2 | 271 | 18 | 0 | 32 | 50 | 3 | 412 | 10 | 425 | 4 | 1 | 3 | 8 |
| +15 mins. | 12 | 295 | 3 | 310 | 39 | 0 | 70 | 109 | 0 | 594 | 20 | 614 | 0 | 0 | 3 | 3 |
| +30 mins. | 14 | 312 | 1 | 327 | 24 | 0 | 32 | 56 | 0 | 557 | 17 | 574 | 2 | 1 | 0 | 3 |
| +45 mins. | 13 | 256 | 1 | 270 | 29 | 0 | 24 | 53 | 1 | 408 | 25 | 434 | 0 | 1 | 0 | 1 |
| Total Volume | 41 | 1130 | 7 | 1178 | 110 | 0 | 158 | 268 | 4 | 1971 | 72 | 2047 | 6 | 3 | 6 | 15 |
| % App. Total | 3.5 | 95.9 | 0.6 | | 41 | 0 | 59 | | 0.2 | 96.3 | 3.5 | | 40 | 20 | 40 | |
| PHF | .732 | .905 | .583 | .901 | .705 | .000 | .564 | .615 | .333 | .830 | .720 | .833 | .375 | .750 | .500 | .469 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

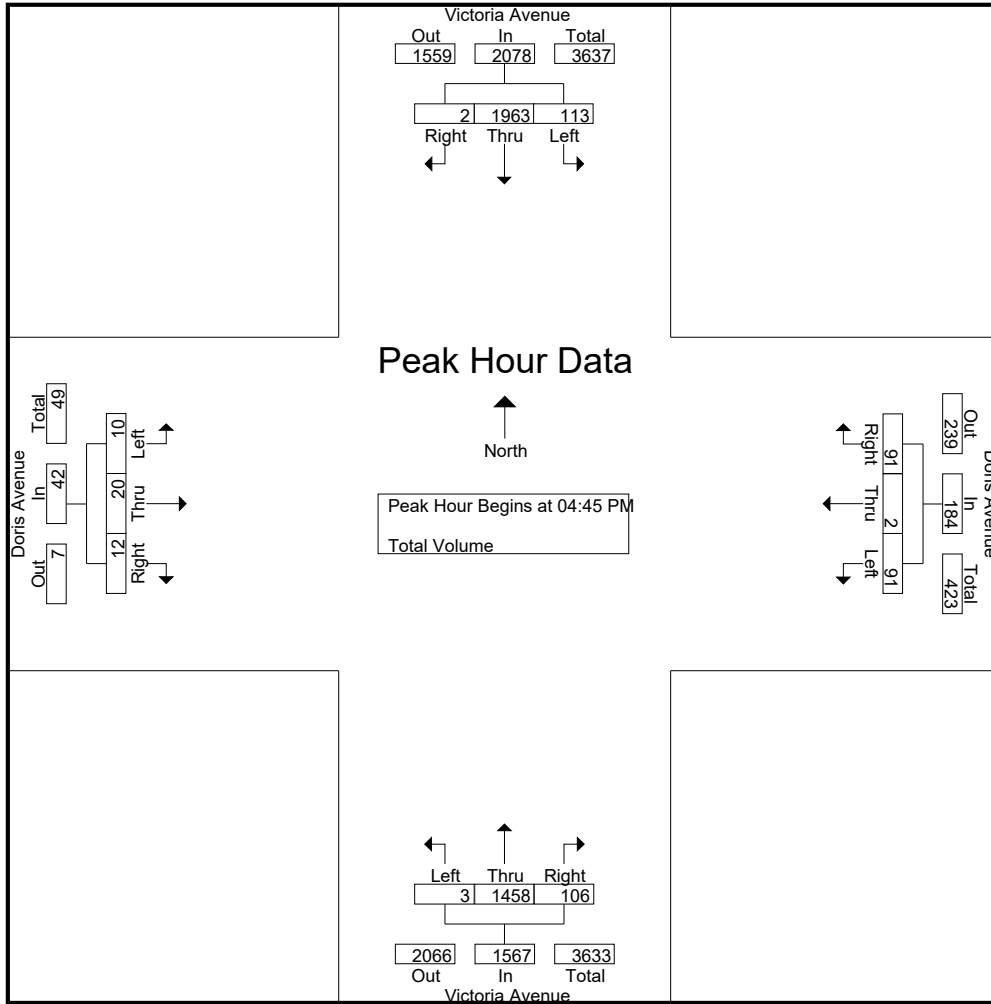
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Doris Avenue Westbound | | | | Victoria Avenue Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--------------------|----------------------------|-------------|----------|-------------|------------------------|----------|------------|------------|----------------------------|-------------|------------|-------------|------------------------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 31 | 379 | 2 | 412 | 20 | 0 | 11 | 31 | 2 | 353 | 26 | 381 | 3 | 2 | 1 | 6 | 830 |
| 04:15 PM | 21 | 484 | 0 | 505 | 20 | 1 | 14 | 35 | 0 | 377 | 22 | 399 | 2 | 1 | 2 | 5 | 944 |
| 04:30 PM | 20 | 403 | 0 | 423 | 12 | 0 | 21 | 33 | 1 | 401 | 20 | 422 | 2 | 2 | 1 | 5 | 883 |
| 04:45 PM | 36 | 484 | 1 | 521 | 28 | 0 | 25 | 53 | 0 | 362 | 24 | 386 | 4 | 2 | 3 | 9 | 969 |
| Total | 108 | 1750 | 3 | 1861 | 80 | 1 | 71 | 152 | 3 | 1493 | 92 | 1588 | 11 | 7 | 7 | 25 | 3626 |
| 05:00 PM | 19 | 464 | 1 | 484 | 24 | 1 | 23 | 48 | 0 | 393 | 33 | 426 | 2 | 3 | 3 | 8 | 966 |
| 05:15 PM | 23 | 482 | 0 | 505 | 22 | 0 | 29 | 51 | 1 | 376 | 21 | 398 | 0 | 1 | 1 | 2 | 956 |
| 05:30 PM | 35 | 533 | 0 | 568 | 17 | 1 | 14 | 32 | 2 | 327 | 28 | 357 | 4 | 14 | 5 | 23 | 980 |
| 05:45 PM | 33 | 490 | 0 | 523 | 13 | 0 | 11 | 24 | 2 | 327 | 23 | 352 | 0 | 1 | 3 | 4 | 903 |
| Total | 110 | 1969 | 1 | 2080 | 76 | 2 | 77 | 155 | 5 | 1423 | 105 | 1533 | 6 | 19 | 12 | 37 | 3805 |
| Grand Total | 218 | 3719 | 4 | 3941 | 156 | 3 | 148 | 307 | 8 | 2916 | 197 | 3121 | 17 | 26 | 19 | 62 | 7431 |
| Apprch % | 5.5 | 94.4 | 0.1 | | 50.8 | 1 | 48.2 | | 0.3 | 93.4 | 6.3 | | 27.4 | 41.9 | 30.6 | | |
| Total % | 2.9 | 50 | 0.1 | 53 | 2.1 | 0 | 2 | 4.1 | 0.1 | 39.2 | 2.7 | 42 | 0.2 | 0.3 | 0.3 | 0.8 | |

| Start Time | Victoria Avenue Southbound | | | | Doris Avenue Westbound | | | | Victoria Avenue Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--|----------------------------|------------|-------|------------|------------------------|------|-----------|------------|----------------------------|------------|-----------|------------|------------------------|-----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 36 | 484 | 1 | 521 | 28 | 0 | 25 | 53 | 0 | 362 | 24 | 386 | 4 | 2 | 3 | 9 | 969 |
| 05:00 PM | 19 | 464 | 1 | 484 | 24 | 1 | 23 | 48 | 0 | 393 | 33 | 426 | 2 | 3 | 3 | 8 | 966 |
| 05:15 PM | 23 | 482 | 0 | 505 | 22 | 0 | 29 | 51 | 1 | 376 | 21 | 398 | 0 | 1 | 1 | 2 | 956 |
| 05:30 PM | 35 | 533 | 0 | 568 | 17 | 1 | 14 | 32 | 2 | 327 | 28 | 357 | 4 | 14 | 5 | 23 | 980 |
| Total Volume | 113 | 1963 | 2 | 2078 | 91 | 2 | 91 | 184 | 3 | 1458 | 106 | 1567 | 10 | 20 | 12 | 42 | 3871 |
| % App. Total | 5.4 | 94.5 | 0.1 | | 49.5 | 1.1 | 49.5 | | 0.2 | 93 | 6.8 | | 23.8 | 47.6 | 28.6 | | |
| PHF | .785 | .921 | .500 | .915 | .813 | .500 | .784 | .868 | .375 | .927 | .803 | .920 | .625 | .357 | .600 | .457 | .988 |

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 04:30 PM | | | | 04:15 PM | | | | 04:45 PM | | | |
|--------------|-----------|------------|------|------------|-----------|----------|-----------|-----------|----------|------------|-----------|------------|----------|-----------|----------|-----------|
| +0 mins. | 19 | 464 | 1 | 484 | 12 | 0 | 21 | 33 | 0 | 377 | 22 | 399 | 4 | 2 | 3 | 9 |
| +15 mins. | 23 | 482 | 0 | 505 | 28 | 0 | 25 | 53 | 1 | 401 | 20 | 422 | 2 | 3 | 3 | 8 |
| +30 mins. | 35 | 533 | 0 | 568 | 24 | 1 | 23 | 48 | 0 | 362 | 24 | 386 | 0 | 1 | 1 | 2 |
| +45 mins. | 33 | 490 | 0 | 523 | 22 | 0 | 29 | 51 | 0 | 393 | 33 | 426 | 4 | 14 | 5 | 23 |
| Total Volume | 110 | 1969 | 1 | 2080 | 86 | 1 | 98 | 185 | 1 | 1533 | 99 | 1633 | 10 | 20 | 12 | 42 |
| % App. Total | 5.3 | 94.7 | 0 | | 46.5 | 0.5 | 53 | | 0.1 | 93.9 | 6.1 | | 23.8 | 47.6 | 28.6 | |
| PHF | .786 | .924 | .250 | .915 | .768 | .250 | .845 | .873 | .250 | .956 | .750 | .958 | .625 | .357 | .600 | .457 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

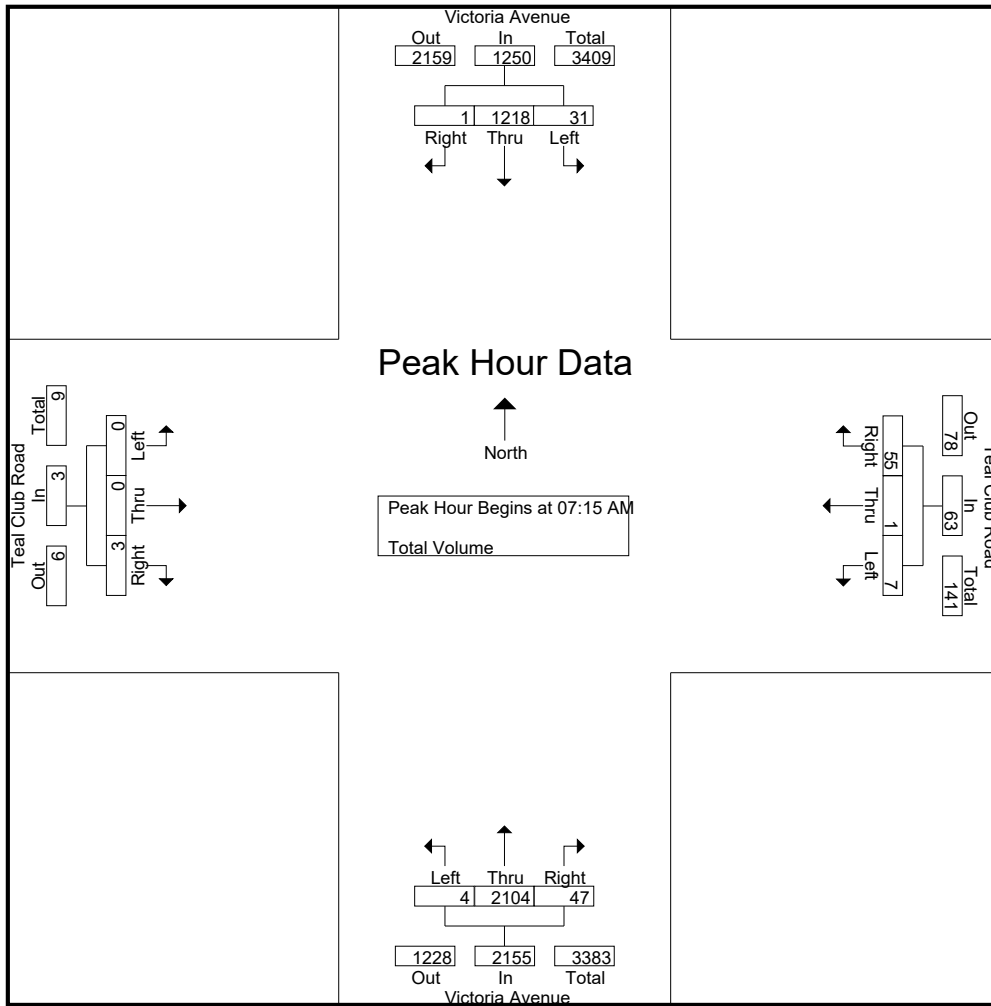
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Teal Club Road Westbound | | | | Victoria Avenue Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 7 | 273 | 4 | 284 | 2 | 0 | 11 | 13 | 1 | 348 | 3 | 352 | 1 | 0 | 1 | 2 | 651 |
| 07:15 AM | 9 | 242 | 0 | 251 | 0 | 0 | 15 | 15 | 0 | 487 | 9 | 496 | 0 | 0 | 1 | 1 | 763 |
| 07:30 AM | 6 | 290 | 0 | 296 | 1 | 1 | 13 | 15 | 2 | 641 | 17 | 660 | 0 | 0 | 2 | 2 | 973 |
| 07:45 AM | 8 | 364 | 0 | 372 | 2 | 0 | 15 | 17 | 2 | 550 | 15 | 567 | 0 | 0 | 0 | 0 | 956 |
| Total | 30 | 1169 | 4 | 1203 | 5 | 1 | 54 | 60 | 5 | 2026 | 44 | 2075 | 1 | 0 | 4 | 5 | 3343 |
| 08:00 AM | 8 | 322 | 1 | 331 | 4 | 0 | 12 | 16 | 0 | 426 | 6 | 432 | 0 | 0 | 0 | 0 | 779 |
| 08:15 AM | 7 | 276 | 0 | 283 | 2 | 0 | 15 | 17 | 2 | 387 | 4 | 393 | 0 | 0 | 2 | 2 | 695 |
| 08:30 AM | 9 | 254 | 0 | 263 | 1 | 0 | 9 | 10 | 0 | 362 | 7 | 369 | 0 | 0 | 3 | 3 | 645 |
| 08:45 AM | 9 | 267 | 1 | 277 | 3 | 0 | 9 | 12 | 0 | 366 | 8 | 374 | 0 | 0 | 0 | 0 | 663 |
| Total | 33 | 1119 | 2 | 1154 | 10 | 0 | 45 | 55 | 2 | 1541 | 25 | 1568 | 0 | 0 | 5 | 5 | 2782 |
| Grand Total | 63 | 2288 | 6 | 2357 | 15 | 1 | 99 | 115 | 7 | 3567 | 69 | 3643 | 1 | 0 | 9 | 10 | 6125 |
| Apprch % | 2.7 | 97.1 | 0.3 | | 13 | 0.9 | 86.1 | | 0.2 | 97.9 | 1.9 | | 10 | 0 | 90 | | |
| Total % | 1 | 37.4 | 0.1 | 38.5 | 0.2 | 0 | 1.6 | 1.9 | 0.1 | 58.2 | 1.1 | 59.5 | 0 | 0 | 0.1 | 0.2 | |

| Start Time | Victoria Avenue Southbound | | | | Teal Club Road Westbound | | | | Victoria Avenue Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|--|----------------------------|------|-------|------------|--------------------------|------|-------|------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 9 | 242 | 0 | 251 | 0 | 0 | 15 | 15 | 0 | 487 | 9 | 496 | 0 | 0 | 1 | 1 | 763 |
| 07:30 AM | 6 | 290 | 0 | 296 | 1 | 1 | 13 | 15 | 2 | 641 | 17 | 660 | 0 | 0 | 2 | 2 | 973 |
| 07:45 AM | 8 | 364 | 0 | 372 | 2 | 0 | 15 | 17 | 2 | 550 | 15 | 567 | 0 | 0 | 0 | 0 | 956 |
| 08:00 AM | 8 | 322 | 1 | 331 | 4 | 0 | 12 | 16 | 0 | 426 | 6 | 432 | 0 | 0 | 0 | 0 | 779 |
| Total Volume | 31 | 1218 | 1 | 1250 | 7 | 1 | 55 | 63 | 4 | 2104 | 47 | 2155 | 0 | 0 | 3 | 3 | 3471 |
| % App. Total | 2.5 | 97.4 | 0.1 | | 11.1 | 1.6 | 87.3 | | 0.2 | 97.6 | 2.2 | | 0 | 0 | 100 | | |
| PHF | .861 | .837 | .250 | .840 | .438 | .250 | .917 | .926 | .500 | .821 | .691 | .816 | .000 | .000 | .375 | .375 | .892 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------------|------|------------|----------|------|-----------|-----------|----------|------------|-----------|------------|----------|------|------|------|
| +0 mins. | 6 | 290 | 0 | 296 | 1 | 1 | 13 | 15 | 0 | 487 | 9 | 496 | 1 | 0 | 1 | 2 |
| +15 mins. | 8 | 364 | 0 | 372 | 2 | 0 | 15 | 17 | 2 | 641 | 17 | 660 | 0 | 0 | 1 | 1 |
| +30 mins. | 8 | 322 | 1 | 331 | 4 | 0 | 12 | 16 | 2 | 550 | 15 | 567 | 0 | 0 | 2 | 2 |
| +45 mins. | 7 | 276 | 0 | 283 | 2 | 0 | 15 | 17 | 0 | 426 | 6 | 432 | 0 | 0 | 0 | 0 |
| Total Volume | 29 | 1252 | 1 | 1282 | 9 | 1 | 55 | 65 | 4 | 2104 | 47 | 2155 | 1 | 0 | 4 | 5 |
| % App. Total | 2.3 | 97.7 | 0.1 | | 13.8 | 1.5 | 84.6 | | 0.2 | 97.6 | 2.2 | | 20 | 0 | 80 | |
| PHF | .906 | .860 | .250 | .862 | .563 | .250 | .917 | .956 | .500 | .821 | .691 | .816 | .250 | .000 | .500 | .625 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Teal Club Road Westbound | | | | Victoria Avenue Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 20 | 431 | 0 | 451 | 1 | 0 | 12 | 13 | 3 | 392 | 13 | 408 | 0 | 0 | 5 | 5 | 877 |
| 04:15 PM | 8 | 494 | 0 | 502 | 1 | 0 | 16 | 17 | 0 | 370 | 10 | 380 | 0 | 0 | 2 | 2 | 901 |
| 04:30 PM | 12 | 445 | 1 | 458 | 1 | 0 | 6 | 7 | 2 | 436 | 13 | 451 | 1 | 2 | 27 | 30 | 946 |
| 04:45 PM | 11 | 488 | 0 | 499 | 3 | 0 | 11 | 14 | 0 | 377 | 10 | 387 | 1 | 1 | 9 | 11 | 911 |
| Total | 51 | 1858 | 1 | 1910 | 6 | 0 | 45 | 51 | 5 | 1575 | 46 | 1626 | 2 | 3 | 43 | 48 | 3635 |
| 05:00 PM | 16 | 503 | 0 | 519 | 1 | 0 | 20 | 21 | 0 | 470 | 17 | 487 | 0 | 0 | 2 | 2 | 1029 |
| 05:15 PM | 13 | 528 | 0 | 541 | 0 | 0 | 13 | 13 | 0 | 376 | 8 | 384 | 0 | 0 | 0 | 0 | 938 |
| 05:30 PM | 11 | 517 | 0 | 528 | 0 | 0 | 12 | 12 | 0 | 381 | 5 | 386 | 0 | 0 | 1 | 1 | 927 |
| 05:45 PM | 14 | 478 | 1 | 493 | 1 | 0 | 9 | 10 | 3 | 362 | 8 | 373 | 0 | 0 | 1 | 1 | 877 |
| Total | 54 | 2026 | 1 | 2081 | 2 | 0 | 54 | 56 | 3 | 1589 | 38 | 1630 | 0 | 0 | 4 | 4 | 3771 |
| Grand Total | 105 | 3884 | 2 | 3991 | 8 | 0 | 99 | 107 | 8 | 3164 | 84 | 3256 | 2 | 3 | 47 | 52 | 7406 |
| Apprch % | 2.6 | 97.3 | 0.1 | | 7.5 | 0 | 92.5 | | 0.2 | 97.2 | 2.6 | | 3.8 | 5.8 | 90.4 | | |
| Total % | 1.4 | 52.4 | 0 | 53.9 | 0.1 | 0 | 1.3 | 1.4 | 0.1 | 42.7 | 1.1 | 44 | 0 | 0 | 0.6 | 0.7 | |

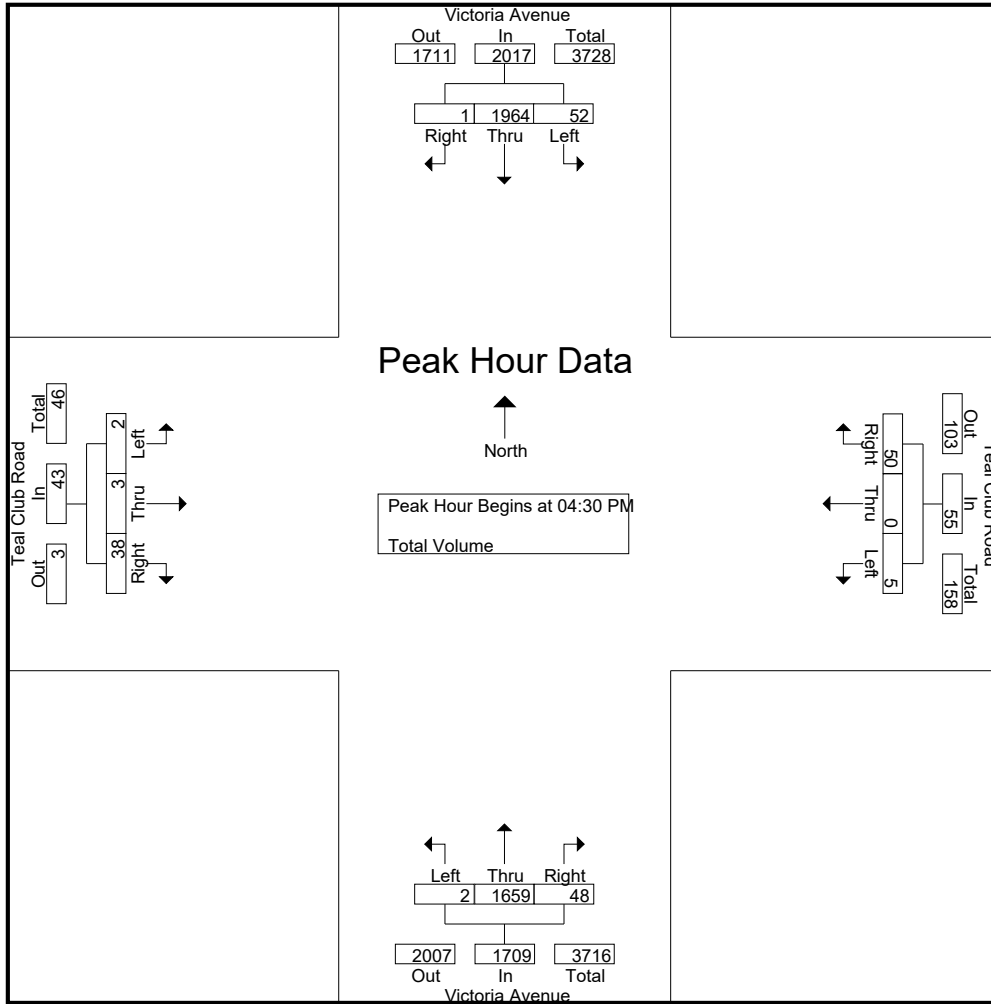
| Start Time | Victoria Avenue Southbound | | | | Teal Club Road Westbound | | | | Victoria Avenue Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|--------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|----------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:30 PM | 12 | 445 | 1 | 458 | 1 | 0 | 6 | 7 | 2 | 436 | 13 | 451 | 1 | 2 | 27 | 30 | 946 |
| 04:45 PM | 11 | 488 | 0 | 499 | 3 | 0 | 11 | 14 | 0 | 377 | 10 | 387 | 1 | 1 | 9 | 11 | 911 |
| 05:00 PM | 16 | 503 | 0 | 519 | 1 | 0 | 20 | 21 | 0 | 470 | 17 | 487 | 0 | 0 | 2 | 2 | 1029 |
| 05:15 PM | 13 | 528 | 0 | 541 | 0 | 0 | 13 | 13 | 0 | 376 | 8 | 384 | 0 | 0 | 0 | 0 | 938 |
| Total Volume | 52 | 1964 | 1 | 2017 | 5 | 0 | 50 | 55 | 2 | 1659 | 48 | 1709 | 2 | 3 | 38 | 43 | 3824 |
| % App. Total | 2.6 | 97.4 | 0 | | 9.1 | 0 | 90.9 | | 0.1 | 97.1 | 2.8 | | 4.7 | 7 | 88.4 | | |
| PHF | .813 | .930 | .250 | .932 | .417 | .000 | .625 | .655 | .250 | .882 | .706 | .877 | .500 | .375 | .352 | .358 | .929 |

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:30 PM | | | | 04:00 PM | | | |
|--------------|-----------|------------|------|------------|----------|------|-----------|-----------|----------|------------|-----------|------------|----------|----------|-----------|-----------|
| +0 mins. | 11 | 488 | 0 | 499 | 3 | 0 | 11 | 14 | 2 | 436 | 13 | 451 | 0 | 0 | 5 | 5 |
| +15 mins. | 16 | 503 | 0 | 519 | 1 | 0 | 20 | 21 | 0 | 377 | 10 | 387 | 0 | 0 | 2 | 2 |
| +30 mins. | 13 | 528 | 0 | 541 | 0 | 0 | 13 | 13 | 0 | 470 | 17 | 487 | 1 | 2 | 27 | 30 |
| +45 mins. | 11 | 517 | 0 | 528 | 0 | 0 | 12 | 12 | 0 | 376 | 8 | 384 | 1 | 1 | 9 | 11 |
| Total Volume | 51 | 2036 | 0 | 2087 | 4 | 0 | 56 | 60 | 2 | 1659 | 48 | 1709 | 2 | 3 | 43 | 48 |
| % App. Total | 2.4 | 97.6 | 0 | | 6.7 | 0 | 93.3 | | 0.1 | 97.1 | 2.8 | | 4.2 | 6.2 | 89.6 | |
| PHF | .797 | .964 | .000 | .964 | .333 | .000 | .700 | .714 | .250 | .882 | .706 | .877 | .500 | .375 | .398 | .400 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: 5th Street
 Weather: Clear

File Name : 04_OXD_VI 5th AM 2
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

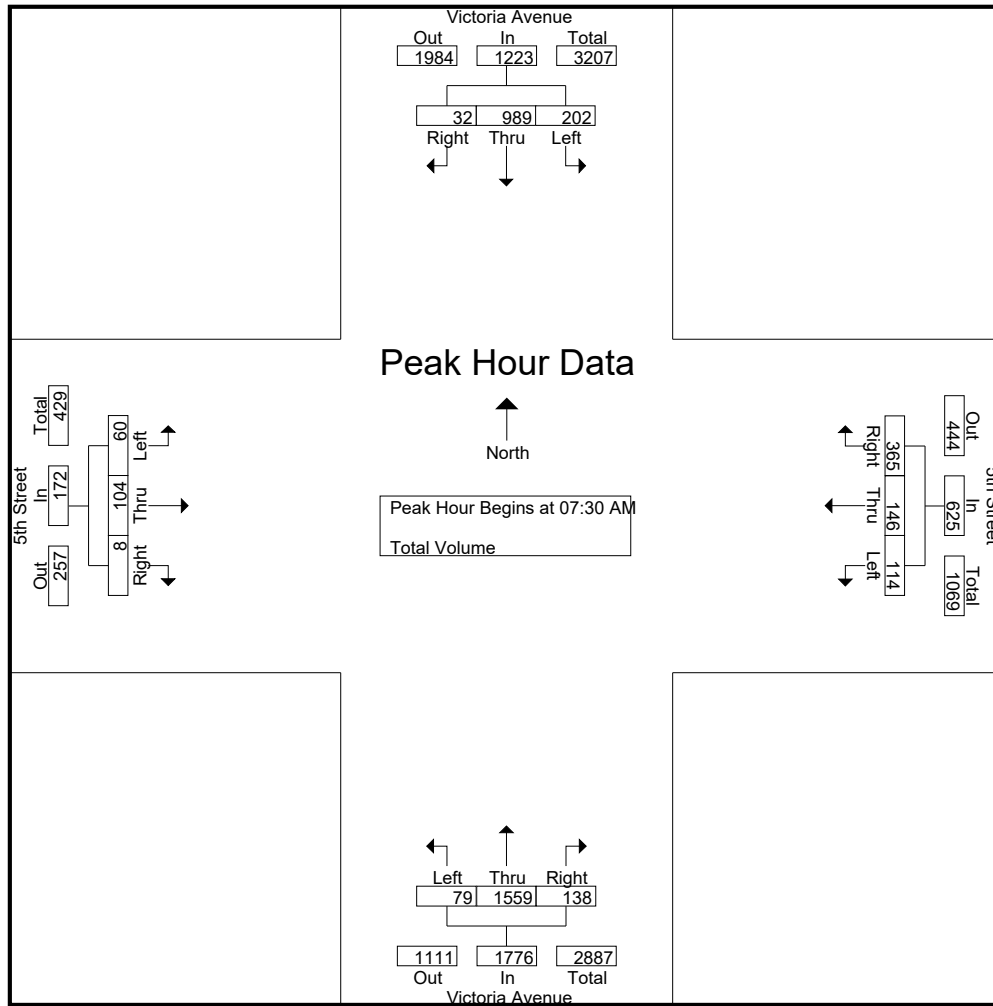
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | 5th Street Westbound | | | | Victoria Avenue Northbound | | | | 5th Street Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|----------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 37 | 223 | 3 | 263 | 21 | 24 | 54 | 99 | 14 | 314 | 19 | 347 | 16 | 11 | 1 | 28 | 737 |
| 07:15 AM | 33 | 201 | 4 | 238 | 20 | 22 | 68 | 110 | 10 | 403 | 27 | 440 | 11 | 11 | 2 | 24 | 812 |
| 07:30 AM | 31 | 229 | 7 | 267 | 24 | 44 | 128 | 196 | 23 | 520 | 41 | 584 | 7 | 25 | 3 | 35 | 1082 |
| 07:45 AM | 62 | 290 | 14 | 366 | 31 | 32 | 91 | 154 | 18 | 401 | 32 | 451 | 18 | 32 | 2 | 52 | 1023 |
| Total | 163 | 943 | 28 | 1134 | 96 | 122 | 341 | 559 | 65 | 1638 | 119 | 1822 | 52 | 79 | 8 | 139 | 3654 |
| 08:00 AM | 58 | 238 | 4 | 300 | 27 | 47 | 85 | 159 | 18 | 315 | 36 | 369 | 21 | 23 | 1 | 45 | 873 |
| 08:15 AM | 51 | 232 | 7 | 290 | 32 | 23 | 61 | 116 | 20 | 323 | 29 | 372 | 14 | 24 | 2 | 40 | 818 |
| 08:30 AM | 38 | 204 | 11 | 253 | 30 | 29 | 61 | 120 | 12 | 296 | 29 | 337 | 23 | 23 | 3 | 49 | 759 |
| 08:45 AM | 39 | 215 | 8 | 262 | 39 | 25 | 54 | 118 | 16 | 293 | 22 | 331 | 12 | 27 | 2 | 41 | 752 |
| Total | 186 | 889 | 30 | 1105 | 128 | 124 | 261 | 513 | 66 | 1227 | 116 | 1409 | 70 | 97 | 8 | 175 | 3202 |
| Grand Total | 349 | 1832 | 58 | 2239 | 224 | 246 | 602 | 1072 | 131 | 2865 | 235 | 3231 | 122 | 176 | 16 | 314 | 6856 |
| Apprch % | 15.6 | 81.8 | 2.6 | | 20.9 | 22.9 | 56.2 | | 4.1 | 88.7 | 7.3 | | 38.9 | 56.1 | 5.1 | | |
| Total % | 5.1 | 26.7 | 0.8 | 32.7 | 3.3 | 3.6 | 8.8 | 15.6 | 1.9 | 41.8 | 3.4 | 47.1 | 1.8 | 2.6 | 0.2 | 4.6 | |

| Start Time | Victoria Avenue Southbound | | | | 5th Street Westbound | | | | Victoria Avenue Northbound | | | | 5th Street Eastbound | | | | Int. Total |
|--|----------------------------|------------|-----------|------------|----------------------|------|------------|------------|----------------------------|------------|-----------|------------|----------------------|-----------|----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 31 | 229 | 7 | 267 | 24 | 44 | 128 | 196 | 23 | 520 | 41 | 584 | 7 | 25 | 3 | 35 | 1082 |
| 07:45 AM | 62 | 290 | 14 | 366 | 31 | 32 | 91 | 154 | 18 | 401 | 32 | 451 | 18 | 32 | 2 | 52 | 1023 |
| 08:00 AM | 58 | 238 | 4 | 300 | 27 | 47 | 85 | 159 | 18 | 315 | 36 | 369 | 21 | 23 | 1 | 45 | 873 |
| 08:15 AM | 51 | 232 | 7 | 290 | 32 | 23 | 61 | 116 | 20 | 323 | 29 | 372 | 14 | 24 | 2 | 40 | 818 |
| Total Volume | 202 | 989 | 32 | 1223 | 114 | 146 | 365 | 625 | 79 | 1559 | 138 | 1776 | 60 | 104 | 8 | 172 | 3796 |
| % App. Total | 16.5 | 80.9 | 2.6 | | 18.2 | 23.4 | 58.4 | | 4.4 | 87.8 | 7.8 | | 34.9 | 60.5 | 4.7 | | |
| PHF | .815 | .853 | .571 | .835 | .891 | .777 | .713 | .797 | .859 | .750 | .841 | .760 | .714 | .813 | .667 | .827 | .877 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: 5th Street
 Weather: Clear

File Name : 04_OXD_VI 5th AM 2
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:15 AM | | | | 07:45 AM | | | |
|--------------|-----------|------------|-----------|------------|-----------|-----------|------------|------------|-----------|------------|-----------|------------|-----------|-----------|----------|-----------|
| +0 mins. | 31 | 229 | 7 | 267 | 24 | 44 | 128 | 196 | 10 | 403 | 27 | 440 | 18 | 32 | 2 | 52 |
| +15 mins. | 62 | 290 | 14 | 366 | 31 | 32 | 91 | 154 | 23 | 520 | 41 | 584 | 21 | 23 | 1 | 45 |
| +30 mins. | 58 | 238 | 4 | 300 | 27 | 47 | 85 | 159 | 18 | 401 | 32 | 451 | 14 | 24 | 2 | 40 |
| +45 mins. | 51 | 232 | 7 | 290 | 32 | 23 | 61 | 116 | 18 | 315 | 36 | 369 | 23 | 23 | 3 | 49 |
| Total Volume | 202 | 989 | 32 | 1223 | 114 | 146 | 365 | 625 | 69 | 1639 | 136 | 1844 | 76 | 102 | 8 | 186 |
| % App. Total | 16.5 | 80.9 | 2.6 | | 18.2 | 23.4 | 58.4 | | 3.7 | 88.9 | 7.4 | | 40.9 | 54.8 | 4.3 | |
| PHF | .815 | .853 | .571 | .835 | .891 | .777 | .713 | .797 | .750 | .788 | .829 | .789 | .826 | .797 | .667 | .894 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: 5th Street
 Weather: Clear

File Name : 04_OXD_VI 5th PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

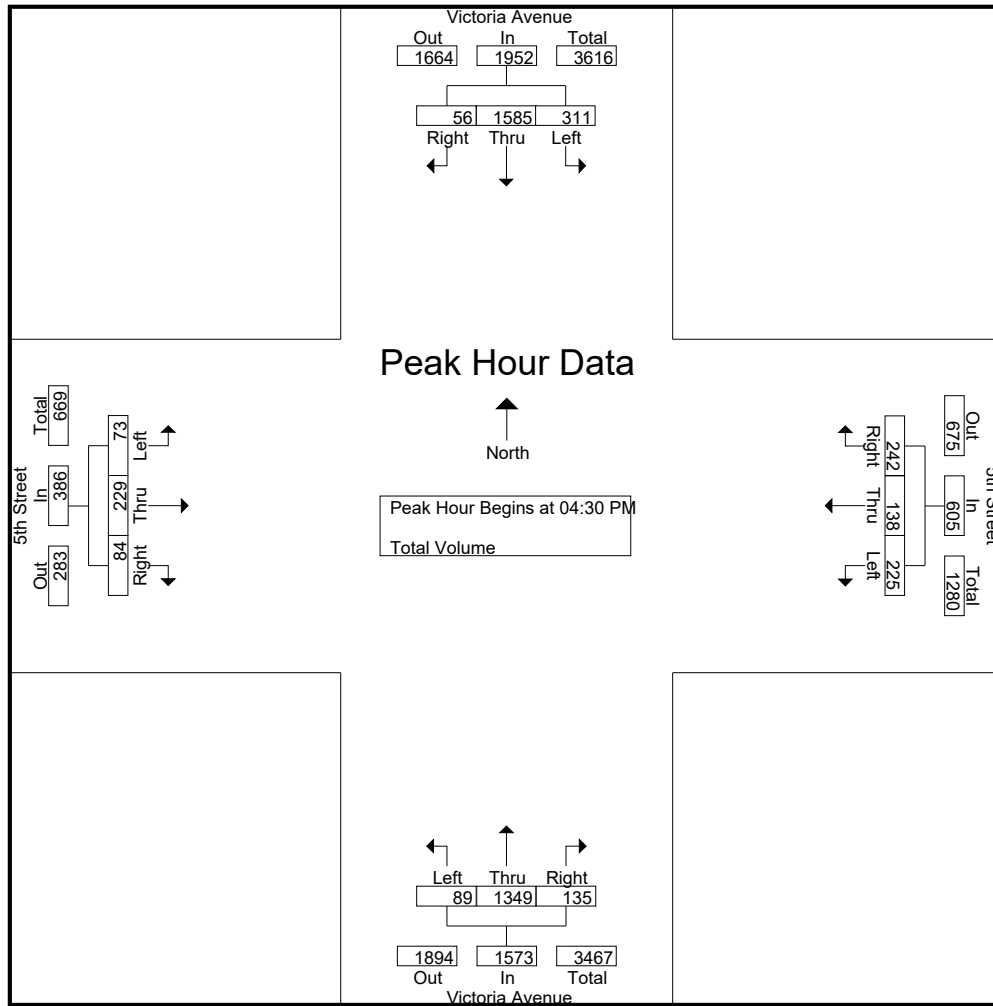
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | 5th Street Westbound | | | | Victoria Avenue Northbound | | | | 5th Street Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|----------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 75 | 303 | 13 | 391 | 48 | 33 | 57 | 138 | 16 | 330 | 37 | 383 | 6 | 44 | 11 | 61 | 973 |
| 04:15 PM | 85 | 422 | 15 | 522 | 32 | 31 | 64 | 127 | 10 | 344 | 37 | 391 | 10 | 49 | 9 | 68 | 1108 |
| 04:30 PM | 61 | 357 | 16 | 434 | 50 | 39 | 57 | 146 | 23 | 325 | 32 | 380 | 20 | 63 | 40 | 123 | 1083 |
| 04:45 PM | 88 | 418 | 21 | 527 | 51 | 28 | 53 | 132 | 27 | 336 | 44 | 407 | 22 | 51 | 19 | 92 | 1158 |
| Total | 309 | 1500 | 65 | 1874 | 181 | 131 | 231 | 543 | 76 | 1335 | 150 | 1561 | 58 | 207 | 79 | 344 | 4322 |
| 05:00 PM | 75 | 372 | 9 | 456 | 52 | 39 | 77 | 168 | 15 | 370 | 33 | 418 | 16 | 57 | 5 | 78 | 1120 |
| 05:15 PM | 87 | 438 | 10 | 535 | 72 | 32 | 55 | 159 | 24 | 318 | 26 | 368 | 15 | 58 | 20 | 93 | 1155 |
| 05:30 PM | 89 | 400 | 15 | 504 | 39 | 24 | 55 | 118 | 15 | 276 | 29 | 320 | 14 | 55 | 17 | 86 | 1028 |
| 05:45 PM | 79 | 389 | 12 | 480 | 56 | 24 | 62 | 142 | 19 | 326 | 17 | 362 | 7 | 29 | 8 | 44 | 1028 |
| Total | 330 | 1599 | 46 | 1975 | 219 | 119 | 249 | 587 | 73 | 1290 | 105 | 1468 | 52 | 199 | 50 | 301 | 4331 |
| Grand Total | 639 | 3099 | 111 | 3849 | 400 | 250 | 480 | 1130 | 149 | 2625 | 255 | 3029 | 110 | 406 | 129 | 645 | 8653 |
| Apprch % | 16.6 | 80.5 | 2.9 | | 35.4 | 22.1 | 42.5 | | 4.9 | 86.7 | 8.4 | | 17.1 | 62.9 | 20 | | |
| Total % | 7.4 | 35.8 | 1.3 | 44.5 | 4.6 | 2.9 | 5.5 | 13.1 | 1.7 | 30.3 | 2.9 | 35 | 1.3 | 4.7 | 1.5 | 7.5 | |

| Start Time | Victoria Avenue Southbound | | | | 5th Street Westbound | | | | Victoria Avenue Northbound | | | | 5th Street Eastbound | | | | Int. Total |
|--|----------------------------|------------|-----------|------------|----------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|----------------------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 61 | 357 | 16 | 434 | 50 | 39 | 57 | 146 | 23 | 325 | 32 | 380 | 20 | 63 | 40 | 123 | 1083 |
| 04:45 PM | 88 | 418 | 21 | 527 | 51 | 28 | 53 | 132 | 27 | 336 | 44 | 407 | 22 | 51 | 19 | 92 | 1158 |
| 05:00 PM | 75 | 372 | 9 | 456 | 52 | 39 | 77 | 168 | 15 | 370 | 33 | 418 | 16 | 57 | 5 | 78 | 1120 |
| 05:15 PM | 87 | 438 | 10 | 535 | 72 | 32 | 55 | 159 | 24 | 318 | 26 | 368 | 15 | 58 | 20 | 93 | 1155 |
| Total Volume | 311 | 1585 | 56 | 1952 | 225 | 138 | 242 | 605 | 89 | 1349 | 135 | 1573 | 73 | 229 | 84 | 386 | 4516 |
| % App. Total | 15.9 | 81.2 | 2.9 | | 37.2 | 22.8 | 40 | | 5.7 | 85.8 | 8.6 | | 18.9 | 59.3 | 21.8 | | |
| PHF | .884 | .905 | .667 | .912 | .781 | .885 | .786 | .900 | .824 | .911 | .767 | .941 | .830 | .909 | .525 | .785 | .975 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: 5th Street
 Weather: Clear

File Name : 04_OXD_VI 5th PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:30 PM | | | | 04:15 PM | | | | 04:30 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 88 | 418 | 21 | 527 | 50 | 39 | 57 | 146 | 10 | 344 | 37 | 391 | 20 | 63 | 40 | 123 |
| +15 mins. | 75 | 372 | 9 | 456 | 51 | 28 | 53 | 132 | 23 | 325 | 32 | 380 | 22 | 51 | 19 | 92 |
| +30 mins. | 87 | 438 | 10 | 535 | 52 | 39 | 77 | 168 | 27 | 336 | 44 | 407 | 16 | 57 | 5 | 78 |
| +45 mins. | 89 | 400 | 15 | 504 | 72 | 32 | 55 | 159 | 15 | 370 | 33 | 418 | 15 | 58 | 20 | 93 |
| Total Volume | 339 | 1628 | 55 | 2022 | 225 | 138 | 242 | 605 | 75 | 1375 | 146 | 1596 | 73 | 229 | 84 | 386 |
| % App. Total | 16.8 | 80.5 | 2.7 | | 37.2 | 22.8 | 40 | | 4.7 | 86.2 | 9.1 | | 18.9 | 59.3 | 21.8 | |
| PHF | .952 | .929 | .655 | .945 | .781 | .885 | .786 | .900 | .694 | .929 | .830 | .955 | .830 | .909 | .525 | .785 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Wooley Road
 Weather: Clear

File Name : 05_OXD_VI WO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

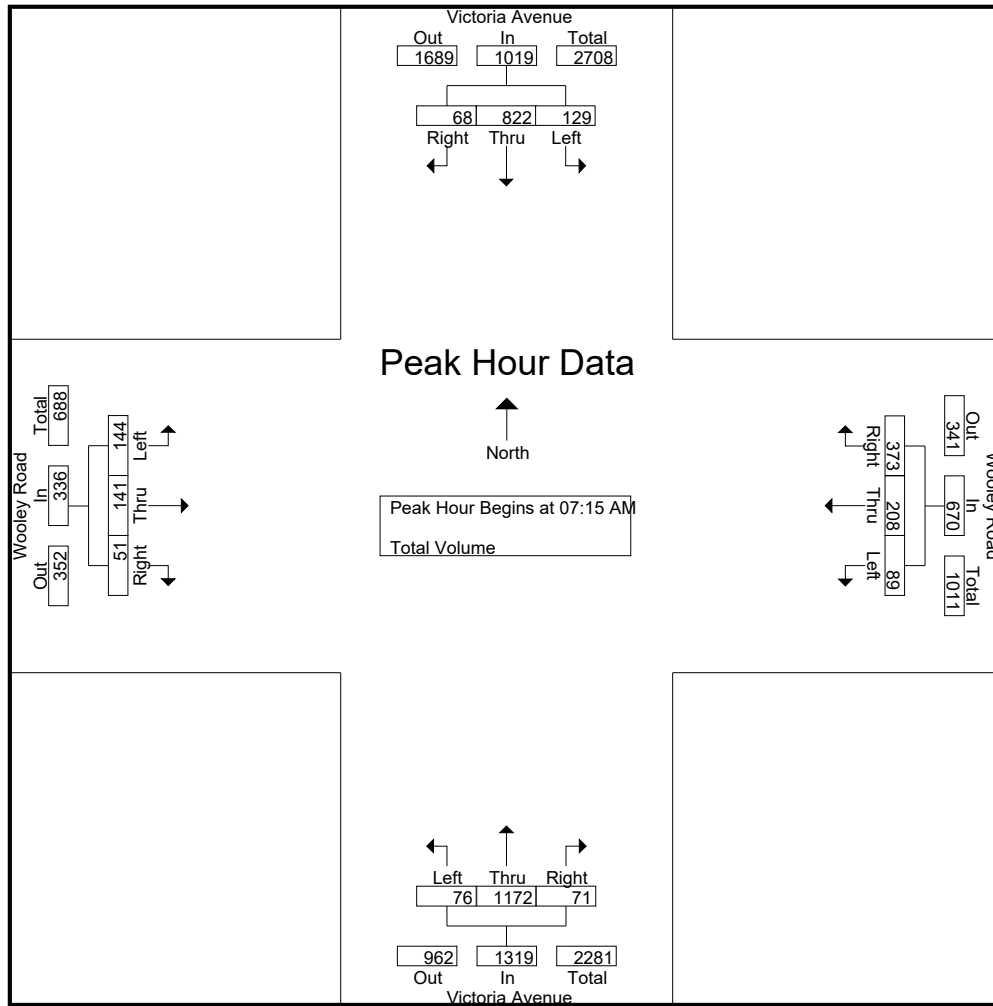
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Wooley Road Westbound | | | | Victoria Avenue Northbound | | | | Wooley Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 17 | 191 | 21 | 229 | 18 | 37 | 67 | 122 | 17 | 218 | 9 | 244 | 28 | 26 | 6 | 60 | 655 |
| 07:15 AM | 23 | 185 | 14 | 222 | 18 | 30 | 91 | 139 | 10 | 290 | 15 | 315 | 38 | 31 | 12 | 81 | 757 |
| 07:30 AM | 30 | 188 | 18 | 236 | 17 | 59 | 97 | 173 | 28 | 396 | 21 | 445 | 29 | 30 | 20 | 79 | 933 |
| 07:45 AM | 36 | 249 | 21 | 306 | 29 | 66 | 94 | 189 | 18 | 273 | 20 | 311 | 34 | 40 | 9 | 83 | 889 |
| Total | 106 | 813 | 74 | 993 | 82 | 192 | 349 | 623 | 73 | 1177 | 65 | 1315 | 129 | 127 | 47 | 303 | 3234 |
| 08:00 AM | 40 | 200 | 15 | 255 | 25 | 53 | 91 | 169 | 20 | 213 | 15 | 248 | 43 | 40 | 10 | 93 | 765 |
| 08:15 AM | 23 | 223 | 17 | 263 | 23 | 33 | 67 | 123 | 13 | 233 | 16 | 262 | 33 | 41 | 26 | 100 | 748 |
| 08:30 AM | 18 | 163 | 28 | 209 | 29 | 42 | 65 | 136 | 17 | 219 | 16 | 252 | 53 | 32 | 22 | 107 | 704 |
| 08:45 AM | 23 | 203 | 32 | 258 | 32 | 38 | 62 | 132 | 17 | 203 | 8 | 228 | 44 | 40 | 17 | 101 | 719 |
| Total | 104 | 789 | 92 | 985 | 109 | 166 | 285 | 560 | 67 | 868 | 55 | 990 | 173 | 153 | 75 | 401 | 2936 |
| Grand Total | 210 | 1602 | 166 | 1978 | 191 | 358 | 634 | 1183 | 140 | 2045 | 120 | 2305 | 302 | 280 | 122 | 704 | 6170 |
| Apprch % | 10.6 | 81 | 8.4 | | 16.1 | 30.3 | 53.6 | | 6.1 | 88.7 | 5.2 | | 42.9 | 39.8 | 17.3 | | |
| Total % | 3.4 | 26 | 2.7 | 32.1 | 3.1 | 5.8 | 10.3 | 19.2 | 2.3 | 33.1 | 1.9 | 37.4 | 4.9 | 4.5 | 2 | 11.4 | |

| Start Time | Victoria Avenue Southbound | | | | Wooley Road Westbound | | | | Victoria Avenue Northbound | | | | Wooley Road Eastbound | | | | Int. Total |
|--|----------------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 23 | 185 | 14 | 222 | 18 | 30 | 91 | 139 | 10 | 290 | 15 | 315 | 38 | 31 | 12 | 81 | 757 |
| 07:30 AM | 30 | 188 | 18 | 236 | 17 | 59 | 97 | 173 | 28 | 396 | 21 | 445 | 29 | 30 | 20 | 79 | 933 |
| 07:45 AM | 36 | 249 | 21 | 306 | 29 | 66 | 94 | 189 | 18 | 273 | 20 | 311 | 34 | 40 | 9 | 83 | 889 |
| 08:00 AM | 40 | 200 | 15 | 255 | 25 | 53 | 91 | 169 | 20 | 213 | 15 | 248 | 43 | 40 | 10 | 93 | 765 |
| Total Volume | 129 | 822 | 68 | 1019 | 89 | 208 | 373 | 670 | 76 | 1172 | 71 | 1319 | 144 | 141 | 51 | 336 | 3344 |
| % App. Total | 12.7 | 80.7 | 6.7 | | 13.3 | 31 | 55.7 | | 5.8 | 88.9 | 5.4 | | 42.9 | 42 | 15.2 | | |
| PHF | .806 | .825 | .810 | .833 | .767 | .788 | .961 | .886 | .679 | .740 | .845 | .741 | .837 | .881 | .638 | .903 | .896 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Wooley Road
 Weather: Clear

File Name : 05_OXD_VI WO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:15 AM | | | | 07:15 AM | | | | 08:00 AM | | | |
|--------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins. | 30 | 188 | 18 | 236 | 18 | 30 | 91 | 139 | 10 | 290 | 15 | 315 | 43 | 40 | 10 | 93 |
| +15 mins. | 36 | 249 | 21 | 306 | 17 | 59 | 97 | 173 | 28 | 396 | 21 | 445 | 33 | 41 | 26 | 100 |
| +30 mins. | 40 | 200 | 15 | 255 | 29 | 66 | 94 | 189 | 18 | 273 | 20 | 311 | 53 | 32 | 22 | 107 |
| +45 mins. | 23 | 223 | 17 | 263 | 25 | 53 | 91 | 169 | 20 | 213 | 15 | 248 | 44 | 40 | 17 | 101 |
| Total Volume | 129 | 860 | 71 | 1060 | 89 | 208 | 373 | 670 | 76 | 1172 | 71 | 1319 | 173 | 153 | 75 | 401 |
| % App. Total | 12.2 | 81.1 | 6.7 | | 13.3 | 31 | 55.7 | | 5.8 | 88.9 | 5.4 | | 43.1 | 38.2 | 18.7 | |
| PHF | .806 | .863 | .845 | .866 | .767 | .788 | .961 | .886 | .679 | .740 | .845 | .741 | .816 | .933 | .721 | .937 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Wooley Road
 Weather: Clear

File Name : 05_OXD_VI WO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

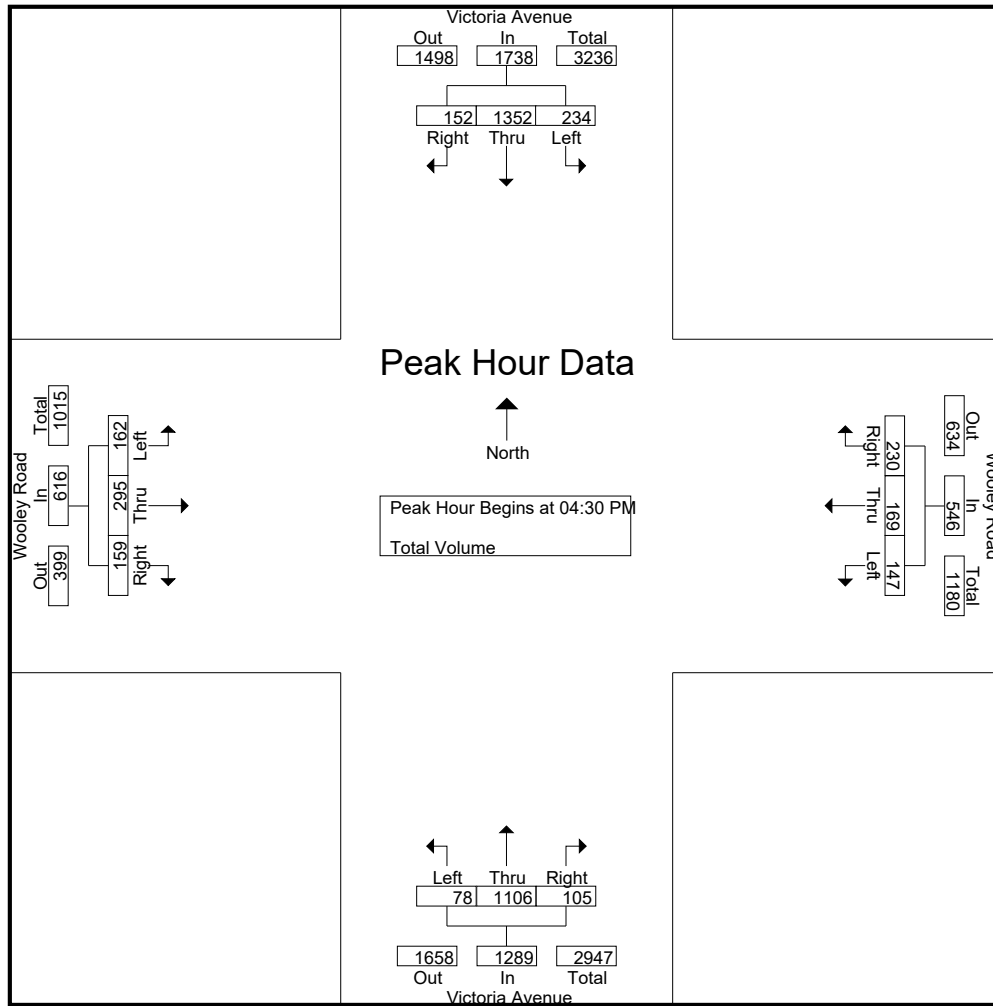
Groups Printed- Total Volume

| Start Time | Victoria Avenue Southbound | | | | Wooley Road Westbound | | | | Victoria Avenue Northbound | | | | Wooley Road Eastbound | | | | Int. Total |
|-------------|----------------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 53 | 271 | 26 | 350 | 35 | 37 | 52 | 124 | 23 | 300 | 30 | 353 | 45 | 58 | 25 | 128 | 955 |
| 04:15 PM | 56 | 323 | 45 | 424 | 32 | 39 | 46 | 117 | 15 | 278 | 26 | 319 | 48 | 75 | 31 | 154 | 1014 |
| 04:30 PM | 48 | 310 | 33 | 391 | 29 | 43 | 54 | 126 | 28 | 300 | 32 | 360 | 31 | 63 | 37 | 131 | 1008 |
| 04:45 PM | 77 | 336 | 45 | 458 | 35 | 37 | 53 | 125 | 13 | 264 | 23 | 300 | 39 | 71 | 39 | 149 | 1032 |
| Total | 234 | 1240 | 149 | 1623 | 131 | 156 | 205 | 492 | 79 | 1142 | 111 | 1332 | 163 | 267 | 132 | 562 | 4009 |
| 05:00 PM | 43 | 321 | 36 | 400 | 38 | 34 | 72 | 144 | 20 | 274 | 26 | 320 | 53 | 69 | 42 | 164 | 1028 |
| 05:15 PM | 66 | 385 | 38 | 489 | 45 | 55 | 51 | 151 | 17 | 268 | 24 | 309 | 39 | 92 | 41 | 172 | 1121 |
| 05:30 PM | 70 | 345 | 31 | 446 | 39 | 52 | 57 | 148 | 15 | 232 | 18 | 265 | 34 | 73 | 39 | 146 | 1005 |
| 05:45 PM | 62 | 292 | 27 | 381 | 33 | 48 | 51 | 132 | 12 | 183 | 21 | 216 | 51 | 63 | 32 | 146 | 875 |
| Total | 241 | 1343 | 132 | 1716 | 155 | 189 | 231 | 575 | 64 | 957 | 89 | 1110 | 177 | 297 | 154 | 628 | 4029 |
| Grand Total | 475 | 2583 | 281 | 3339 | 286 | 345 | 436 | 1067 | 143 | 2099 | 200 | 2442 | 340 | 564 | 286 | 1190 | 8038 |
| Apprch % | 14.2 | 77.4 | 8.4 | | 26.8 | 32.3 | 40.9 | | 5.9 | 86 | 8.2 | | 28.6 | 47.4 | 24 | | |
| Total % | 5.9 | 32.1 | 3.5 | 41.5 | 3.6 | 4.3 | 5.4 | 13.3 | 1.8 | 26.1 | 2.5 | 30.4 | 4.2 | 7 | 3.6 | 14.8 | |

| Start Time | Victoria Avenue Southbound | | | | Wooley Road Westbound | | | | Victoria Avenue Northbound | | | | Wooley Road Eastbound | | | | Int. Total |
|--|----------------------------|------|-------|------------|-----------------------|------|-------|------------|----------------------------|------------|-----------|------------|-----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 48 | 310 | 33 | 391 | 29 | 43 | 54 | 126 | 28 | 300 | 32 | 360 | 31 | 63 | 37 | 131 | 1008 |
| 04:45 PM | 77 | 336 | 45 | 458 | 35 | 37 | 53 | 125 | 13 | 264 | 23 | 300 | 39 | 71 | 39 | 149 | 1032 |
| 05:00 PM | 43 | 321 | 36 | 400 | 38 | 34 | 72 | 144 | 20 | 274 | 26 | 320 | 53 | 69 | 42 | 164 | 1028 |
| 05:15 PM | 66 | 385 | 38 | 489 | 45 | 55 | 51 | 151 | 17 | 268 | 24 | 309 | 39 | 92 | 41 | 172 | 1121 |
| Total Volume | 234 | 1352 | 152 | 1738 | 147 | 169 | 230 | 546 | 78 | 1106 | 105 | 1289 | 162 | 295 | 159 | 616 | 4189 |
| % App. Total | 13.5 | 77.8 | 8.7 | | 26.9 | 31 | 42.1 | | 6.1 | 85.8 | 8.1 | | 26.3 | 47.9 | 25.8 | | |
| PHF | .760 | .878 | .844 | .889 | .817 | .768 | .799 | .904 | .696 | .922 | .820 | .895 | .764 | .802 | .946 | .895 | .934 |

City of Oxnard
 N/S: Victoria Avenue
 E/W: Wooley Road
 Weather: Clear

File Name : 05_OXD_VI WO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 05:00 PM | | | | 04:00 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 77 | 336 | 45 | 458 | 38 | 34 | 72 | 144 | 23 | 300 | 30 | 353 | 39 | 71 | 39 | 149 |
| +15 mins. | 43 | 321 | 36 | 400 | 45 | 55 | 51 | 151 | 15 | 278 | 26 | 319 | 53 | 69 | 42 | 164 |
| +30 mins. | 66 | 385 | 38 | 489 | 39 | 52 | 57 | 148 | 28 | 300 | 32 | 360 | 39 | 92 | 41 | 172 |
| +45 mins. | 70 | 345 | 31 | 446 | 33 | 48 | 51 | 132 | 13 | 264 | 23 | 300 | 34 | 73 | 39 | 146 |
| Total Volume | 256 | 1387 | 150 | 1793 | 155 | 189 | 231 | 575 | 79 | 1142 | 111 | 1332 | 165 | 305 | 161 | 631 |
| % App. Total | 14.3 | 77.4 | 8.4 | | 27 | 32.9 | 40.2 | | 5.9 | 85.7 | 8.3 | | 26.1 | 48.3 | 25.5 | |
| PHF | .831 | .901 | .833 | .917 | .861 | .859 | .802 | .952 | .705 | .952 | .867 | .925 | .778 | .829 | .958 | .917 |

City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

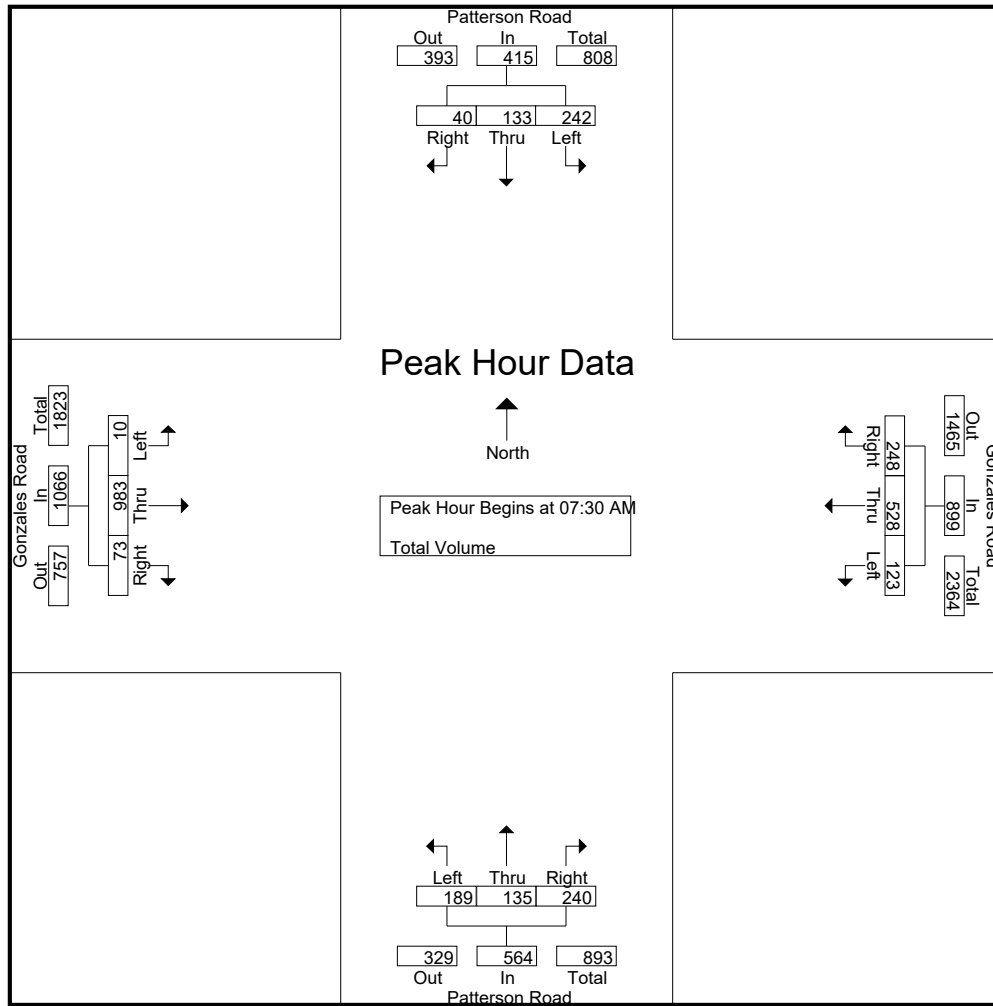
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Gonzales Road Westbound | | | | Patterson Road Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 63 | 10 | 1 | 74 | 24 | 103 | 58 | 185 | 11 | 11 | 34 | 56 | 3 | 112 | 3 | 118 | 433 |
| 07:15 AM | 58 | 12 | 8 | 78 | 18 | 61 | 26 | 105 | 14 | 13 | 32 | 59 | 1 | 109 | 1 | 111 | 353 |
| 07:30 AM | 99 | 29 | 15 | 143 | 26 | 143 | 70 | 239 | 21 | 31 | 66 | 118 | 3 | 257 | 8 | 268 | 768 |
| 07:45 AM | 65 | 44 | 13 | 122 | 50 | 194 | 110 | 354 | 34 | 24 | 64 | 122 | 5 | 312 | 21 | 338 | 936 |
| Total | 285 | 95 | 37 | 417 | 118 | 501 | 264 | 883 | 80 | 79 | 196 | 355 | 12 | 790 | 33 | 835 | 2490 |
| 08:00 AM | 45 | 29 | 5 | 79 | 21 | 130 | 54 | 205 | 62 | 39 | 68 | 169 | 0 | 189 | 16 | 205 | 658 |
| 08:15 AM | 33 | 31 | 7 | 71 | 26 | 61 | 14 | 101 | 72 | 41 | 42 | 155 | 2 | 225 | 28 | 255 | 582 |
| 08:30 AM | 18 | 10 | 3 | 31 | 16 | 67 | 5 | 88 | 41 | 26 | 41 | 108 | 2 | 147 | 4 | 153 | 380 |
| 08:45 AM | 20 | 11 | 7 | 38 | 15 | 72 | 7 | 94 | 14 | 24 | 18 | 56 | 1 | 115 | 4 | 120 | 308 |
| Total | 116 | 81 | 22 | 219 | 78 | 330 | 80 | 488 | 189 | 130 | 169 | 488 | 5 | 676 | 52 | 733 | 1928 |
| Grand Total | 401 | 176 | 59 | 636 | 196 | 831 | 344 | 1371 | 269 | 209 | 365 | 843 | 17 | 1466 | 85 | 1568 | 4418 |
| Apprch % | 63.1 | 27.7 | 9.3 | | 14.3 | 60.6 | 25.1 | | 31.9 | 24.8 | 43.3 | | 1.1 | 93.5 | 5.4 | | |
| Total % | 9.1 | 4 | 1.3 | 14.4 | 4.4 | 18.8 | 7.8 | 31 | 6.1 | 4.7 | 8.3 | 19.1 | 0.4 | 33.2 | 1.9 | 35.5 | |

| Start Time | Patterson Road Southbound | | | | Gonzales Road Westbound | | | | Patterson Road Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|--|---------------------------|-----------|-----------|------------|-------------------------|------------|------------|------------|---------------------------|-----------|-----------|------------|-------------------------|------------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 99 | 29 | 15 | 143 | 26 | 143 | 70 | 239 | 21 | 31 | 66 | 118 | 3 | 257 | 8 | 268 | 768 |
| 07:45 AM | 65 | 44 | 13 | 122 | 50 | 194 | 110 | 354 | 34 | 24 | 64 | 122 | 5 | 312 | 21 | 338 | 936 |
| 08:00 AM | 45 | 29 | 5 | 79 | 21 | 130 | 54 | 205 | 62 | 39 | 68 | 169 | 0 | 189 | 16 | 205 | 658 |
| 08:15 AM | 33 | 31 | 7 | 71 | 26 | 61 | 14 | 101 | 72 | 41 | 42 | 155 | 2 | 225 | 28 | 255 | 582 |
| Total Volume | 242 | 133 | 40 | 415 | 123 | 528 | 248 | 899 | 189 | 135 | 240 | 564 | 10 | 983 | 73 | 1066 | 2944 |
| % App. Total | 58.3 | 32 | 9.6 | | 13.7 | 58.7 | 27.6 | | 33.5 | 23.9 | 42.6 | | 0.9 | 92.2 | 6.8 | | |
| PHF | .611 | .756 | .667 | .726 | .615 | .680 | .564 | .635 | .656 | .823 | .882 | .834 | .500 | .788 | .652 | .788 | .786 |

City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|--------------|-----------|-----------|-----------|------------|-----------|------------|------------|------------|-----------|-----------|-----------|------------|----------|------------|-----------|------------|
| +0 mins. | 58 | 12 | 8 | 78 | 18 | 61 | 26 | 105 | 21 | 31 | 66 | 118 | 3 | 257 | 8 | 268 |
| +15 mins. | 99 | 29 | 15 | 143 | 26 | 143 | 70 | 239 | 34 | 24 | 64 | 122 | 5 | 312 | 21 | 338 |
| +30 mins. | 65 | 44 | 13 | 122 | 50 | 194 | 110 | 354 | 62 | 39 | 68 | 169 | 0 | 189 | 16 | 205 |
| +45 mins. | 45 | 29 | 5 | 79 | 21 | 130 | 54 | 205 | 72 | 41 | 42 | 155 | 2 | 225 | 28 | 255 |
| Total Volume | 267 | 114 | 41 | 422 | 115 | 528 | 260 | 903 | 189 | 135 | 240 | 564 | 10 | 983 | 73 | 1066 |
| % App. Total | 63.3 | 27 | 9.7 | | 12.7 | 58.5 | 28.8 | | 33.5 | 23.9 | 42.6 | | 0.9 | 92.2 | 6.8 | |
| PHF | .674 | .648 | .683 | .738 | .575 | .680 | .591 | .638 | .656 | .823 | .882 | .834 | .500 | .788 | .652 | .788 |

City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

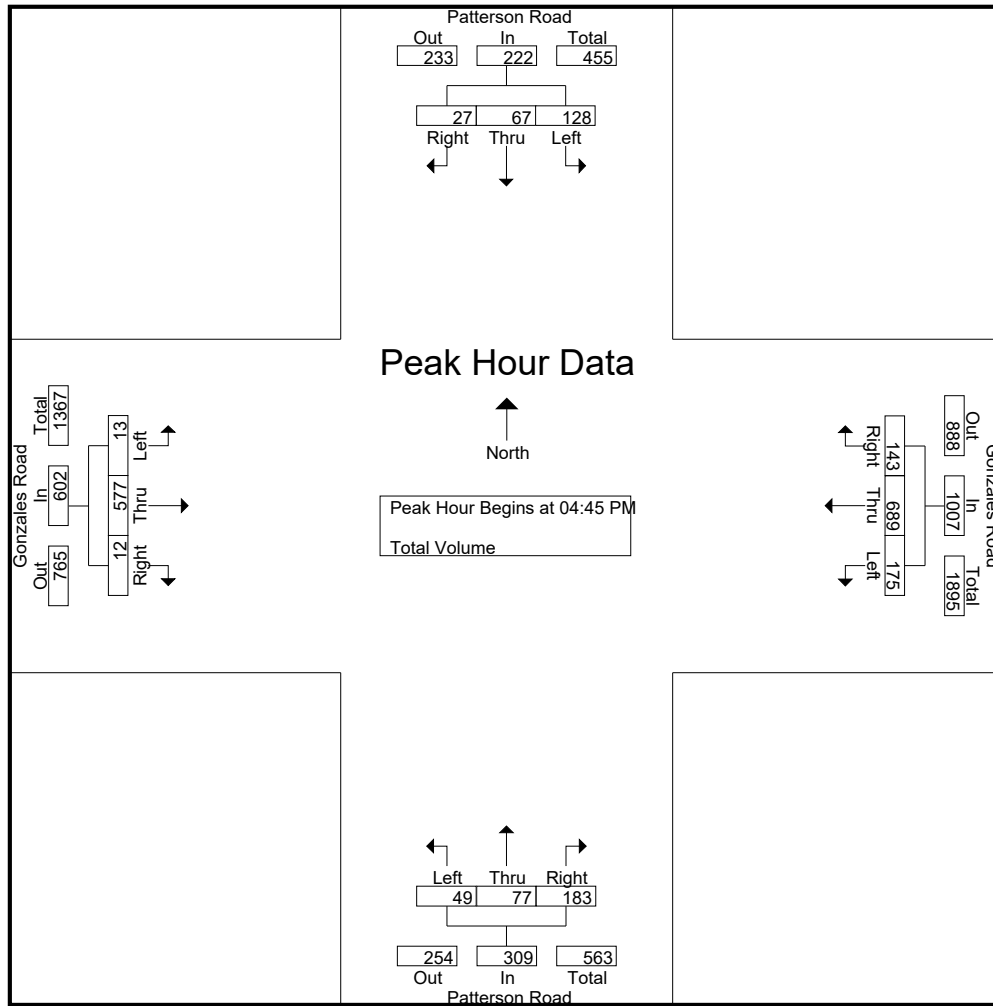
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Gonzales Road Westbound | | | | Patterson Road Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 30 | 13 | 9 | 52 | 37 | 154 | 36 | 227 | 6 | 12 | 42 | 60 | 4 | 117 | 4 | 125 | 464 |
| 04:15 PM | 28 | 13 | 6 | 47 | 34 | 186 | 49 | 269 | 7 | 17 | 36 | 60 | 3 | 118 | 2 | 123 | 499 |
| 04:30 PM | 38 | 11 | 5 | 54 | 45 | 174 | 42 | 261 | 18 | 16 | 42 | 76 | 1 | 109 | 11 | 121 | 512 |
| 04:45 PM | 35 | 17 | 3 | 55 | 46 | 180 | 42 | 268 | 18 | 22 | 42 | 82 | 5 | 135 | 6 | 146 | 551 |
| Total | 131 | 54 | 23 | 208 | 162 | 694 | 169 | 1025 | 49 | 67 | 162 | 278 | 13 | 479 | 23 | 515 | 2026 |
| 05:00 PM | 35 | 18 | 10 | 63 | 39 | 159 | 37 | 235 | 9 | 18 | 57 | 84 | 3 | 157 | 2 | 162 | 544 |
| 05:15 PM | 35 | 15 | 7 | 57 | 53 | 177 | 37 | 267 | 8 | 23 | 41 | 72 | 5 | 121 | 1 | 127 | 523 |
| 05:30 PM | 23 | 17 | 7 | 47 | 37 | 173 | 27 | 237 | 14 | 14 | 43 | 71 | 0 | 164 | 3 | 167 | 522 |
| 05:45 PM | 34 | 13 | 3 | 50 | 36 | 115 | 34 | 185 | 38 | 37 | 44 | 119 | 1 | 134 | 2 | 137 | 491 |
| Total | 127 | 63 | 27 | 217 | 165 | 624 | 135 | 924 | 69 | 92 | 185 | 346 | 9 | 576 | 8 | 593 | 2080 |
| Grand Total | 258 | 117 | 50 | 425 | 327 | 1318 | 304 | 1949 | 118 | 159 | 347 | 624 | 22 | 1055 | 31 | 1108 | 4106 |
| Apprch % | 60.7 | 27.5 | 11.8 | | 16.8 | 67.6 | 15.6 | | 18.9 | 25.5 | 55.6 | | 2 | 95.2 | 2.8 | | |
| Total % | 6.3 | 2.8 | 1.2 | 10.4 | 8 | 32.1 | 7.4 | 47.5 | 2.9 | 3.9 | 8.5 | 15.2 | 0.5 | 25.7 | 0.8 | 27 | |

| Start Time | Patterson Road Southbound | | | | Gonzales Road Westbound | | | | Patterson Road Northbound | | | | Gonzales Road Eastbound | | | | Int. Total |
|--|---------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 35 | 17 | 3 | 55 | 46 | 180 | 42 | 268 | 18 | 22 | 42 | 82 | 5 | 135 | 6 | 146 | 551 |
| 05:00 PM | 35 | 18 | 10 | 63 | 39 | 159 | 37 | 235 | 9 | 18 | 57 | 84 | 3 | 157 | 2 | 162 | 544 |
| 05:15 PM | 35 | 15 | 7 | 57 | 53 | 177 | 37 | 267 | 8 | 23 | 41 | 72 | 5 | 121 | 1 | 127 | 523 |
| 05:30 PM | 23 | 17 | 7 | 47 | 37 | 173 | 27 | 237 | 14 | 14 | 43 | 71 | 0 | 164 | 3 | 167 | 522 |
| Total Volume | 128 | 67 | 27 | 222 | 175 | 689 | 143 | 1007 | 49 | 77 | 183 | 309 | 13 | 577 | 12 | 602 | 2140 |
| % App. Total | 57.7 | 30.2 | 12.2 | | 17.4 | 68.4 | 14.2 | | 15.9 | 24.9 | 59.2 | | 2.2 | 95.8 | 2 | | |
| PHF | .914 | .931 | .675 | .881 | .825 | .957 | .851 | .939 | .681 | .837 | .803 | .920 | .650 | .880 | .500 | .901 | .971 |

City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:30 PM | | | | 04:15 PM | | | | 05:00 PM | | | | 04:45 PM | | | |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|------------|----------|------------|
| +0 mins. | 38 | 11 | 5 | 54 | 34 | 186 | 49 | 269 | 9 | 18 | 57 | 84 | 5 | 135 | 6 | 146 |
| +15 mins. | 35 | 17 | 3 | 55 | 45 | 174 | 42 | 261 | 8 | 23 | 41 | 72 | 3 | 157 | 2 | 162 |
| +30 mins. | 35 | 18 | 10 | 63 | 46 | 180 | 42 | 268 | 14 | 14 | 43 | 71 | 5 | 121 | 1 | 127 |
| +45 mins. | 35 | 15 | 7 | 57 | 39 | 159 | 37 | 235 | 38 | 37 | 44 | 119 | 0 | 164 | 3 | 167 |
| Total Volume | 143 | 61 | 25 | 229 | 164 | 699 | 170 | 1033 | 69 | 92 | 185 | 346 | 13 | 577 | 12 | 602 |
| % App. Total | 62.4 | 26.6 | 10.9 | | 15.9 | 67.7 | 16.5 | | 19.9 | 26.6 | 53.5 | | 2.2 | 95.8 | 2 | |
| PHF | .941 | .847 | .625 | .909 | .891 | .940 | .867 | .960 | .454 | .622 | .811 | .727 | .650 | .880 | .500 | .901 |

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

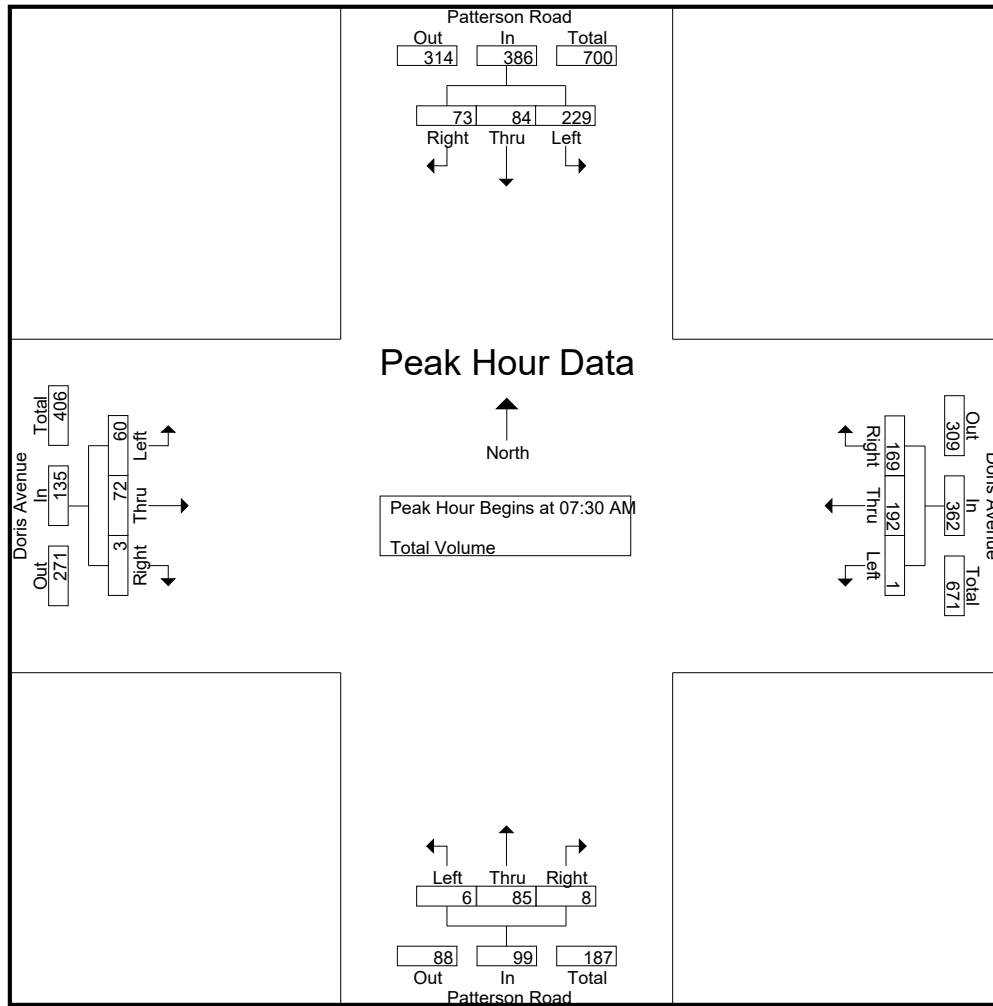
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Doris Avenue Westbound | | | | Patterson Road Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 38 | 16 | 19 | 73 | 1 | 24 | 33 | 58 | 2 | 8 | 0 | 10 | 4 | 6 | 5 | 15 | 156 |
| 07:15 AM | 28 | 8 | 15 | 51 | 1 | 42 | 41 | 84 | 1 | 9 | 0 | 10 | 5 | 10 | 0 | 15 | 160 |
| 07:30 AM | 62 | 21 | 12 | 95 | 0 | 52 | 82 | 134 | 1 | 41 | 0 | 42 | 12 | 9 | 2 | 23 | 294 |
| 07:45 AM | 78 | 31 | 21 | 130 | 0 | 66 | 35 | 101 | 5 | 28 | 7 | 40 | 11 | 19 | 1 | 31 | 302 |
| Total | 206 | 76 | 67 | 349 | 2 | 184 | 191 | 377 | 9 | 86 | 7 | 102 | 32 | 44 | 8 | 84 | 912 |
| 08:00 AM | 65 | 21 | 19 | 105 | 1 | 27 | 30 | 58 | 0 | 8 | 1 | 9 | 23 | 25 | 0 | 48 | 220 |
| 08:15 AM | 24 | 11 | 21 | 56 | 0 | 47 | 22 | 69 | 0 | 8 | 0 | 8 | 14 | 19 | 0 | 33 | 166 |
| 08:30 AM | 20 | 6 | 12 | 38 | 1 | 23 | 11 | 35 | 0 | 1 | 0 | 1 | 8 | 17 | 1 | 26 | 100 |
| 08:45 AM | 17 | 5 | 7 | 29 | 1 | 28 | 10 | 39 | 0 | 5 | 0 | 5 | 7 | 8 | 1 | 16 | 89 |
| Total | 126 | 43 | 59 | 228 | 3 | 125 | 73 | 201 | 0 | 22 | 1 | 23 | 52 | 69 | 2 | 123 | 575 |
| Grand Total | 332 | 119 | 126 | 577 | 5 | 309 | 264 | 578 | 9 | 108 | 8 | 125 | 84 | 113 | 10 | 207 | 1487 |
| Apprch % | 57.5 | 20.6 | 21.8 | | 0.9 | 53.5 | 45.7 | | 7.2 | 86.4 | 6.4 | | 40.6 | 54.6 | 4.8 | | |
| Total % | 22.3 | 8 | 8.5 | 38.8 | 0.3 | 20.8 | 17.8 | 38.9 | 0.6 | 7.3 | 0.5 | 8.4 | 5.6 | 7.6 | 0.7 | 13.9 | |

| Start Time | Patterson Road Southbound | | | | Doris Avenue Westbound | | | | Patterson Road Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 62 | 21 | 12 | 95 | 0 | 52 | 82 | 134 | 1 | 41 | 0 | 42 | 12 | 9 | 2 | 23 | 294 |
| 07:45 AM | 78 | 31 | 21 | 130 | 0 | 66 | 35 | 101 | 5 | 28 | 7 | 40 | 11 | 19 | 1 | 31 | 302 |
| 08:00 AM | 65 | 21 | 19 | 105 | 1 | 27 | 30 | 58 | 0 | 8 | 1 | 9 | 23 | 25 | 0 | 48 | 220 |
| 08:15 AM | 24 | 11 | 21 | 56 | 0 | 47 | 22 | 69 | 0 | 8 | 0 | 8 | 14 | 19 | 0 | 33 | 166 |
| Total Volume | 229 | 84 | 73 | 386 | 1 | 192 | 169 | 362 | 6 | 85 | 8 | 99 | 60 | 72 | 3 | 135 | 982 |
| % App. Total | 59.3 | 21.8 | 18.9 | | 0.3 | 53 | 46.7 | | 6.1 | 85.9 | 8.1 | | 44.4 | 53.3 | 2.2 | | |
| PHF | .734 | .677 | .869 | .742 | .250 | .727 | .515 | .675 | .300 | .518 | .286 | .589 | .652 | .720 | .375 | .703 | .813 |

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:45 AM | | | |
|--------------|-----------|-----------|-----------|------------|----------|-----------|-----------|------------|----------|-----------|----------|-----------|-----------|-----------|------|-----------|
| +0 mins. | 62 | 21 | 12 | 95 | 1 | 24 | 33 | 58 | 2 | 8 | 0 | 10 | 11 | 19 | 1 | 31 |
| +15 mins. | 78 | 31 | 21 | 130 | 1 | 42 | 41 | 84 | 1 | 9 | 0 | 10 | 23 | 25 | 0 | 48 |
| +30 mins. | 65 | 21 | 19 | 105 | 0 | 52 | 82 | 134 | 1 | 41 | 0 | 42 | 14 | 19 | 0 | 33 |
| +45 mins. | 24 | 11 | 21 | 56 | 0 | 66 | 35 | 101 | 5 | 28 | 7 | 40 | 8 | 17 | 1 | 26 |
| Total Volume | 229 | 84 | 73 | 386 | 2 | 184 | 191 | 377 | 9 | 86 | 7 | 102 | 56 | 80 | 2 | 138 |
| % App. Total | 59.3 | 21.8 | 18.9 | | 0.5 | 48.8 | 50.7 | | 8.8 | 84.3 | 6.9 | | 40.6 | 58 | 1.4 | |
| PHF | .734 | .677 | .869 | .742 | .500 | .697 | .582 | .703 | .450 | .524 | .250 | .607 | .609 | .800 | .500 | .719 |

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

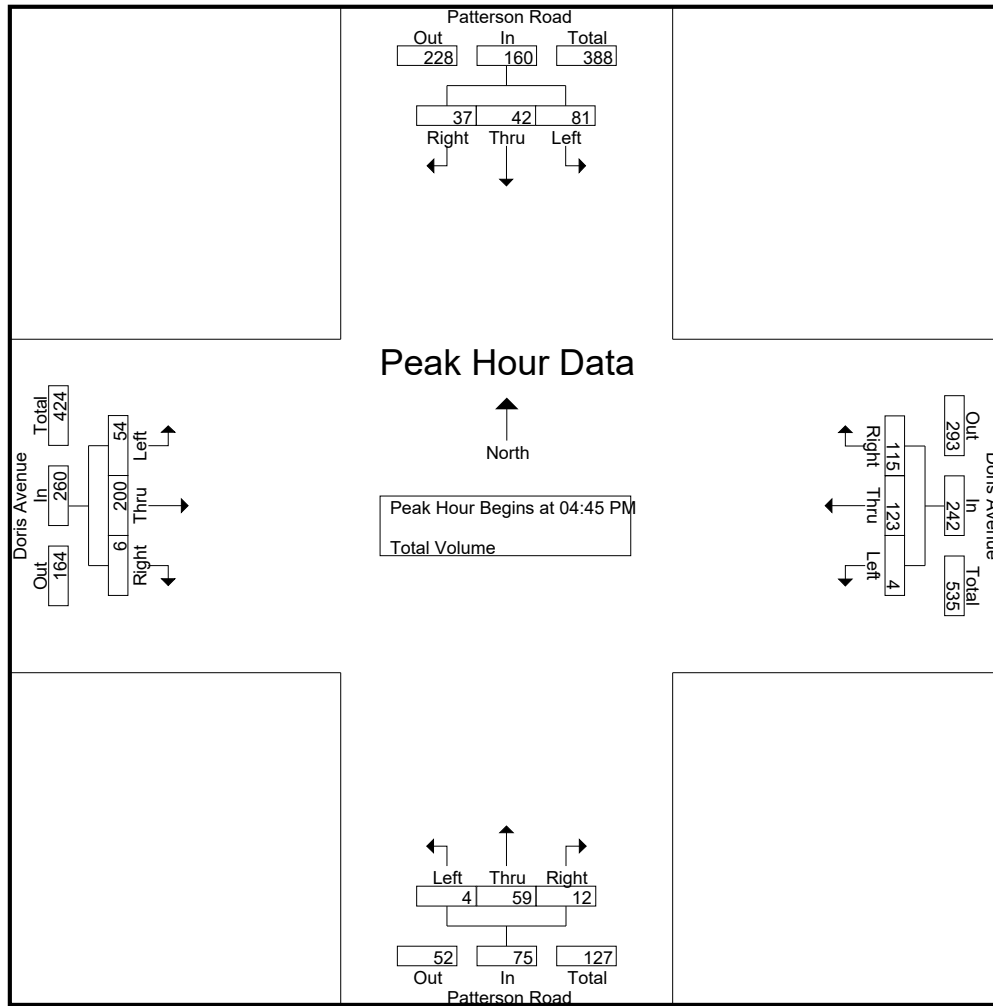
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Doris Avenue Westbound | | | | Patterson Road Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 17 | 12 | 11 | 40 | 0 | 27 | 23 | 50 | 0 | 21 | 1 | 22 | 15 | 43 | 1 | 59 | 171 |
| 04:15 PM | 37 | 10 | 11 | 58 | 2 | 21 | 18 | 41 | 0 | 10 | 4 | 14 | 10 | 28 | 0 | 38 | 151 |
| 04:30 PM | 31 | 11 | 8 | 50 | 0 | 38 | 25 | 63 | 0 | 12 | 2 | 14 | 8 | 38 | 1 | 47 | 174 |
| 04:45 PM | 25 | 10 | 12 | 47 | 2 | 33 | 32 | 67 | 0 | 14 | 6 | 20 | 14 | 48 | 2 | 64 | 198 |
| Total | 110 | 43 | 42 | 195 | 4 | 119 | 98 | 221 | 0 | 57 | 13 | 70 | 47 | 157 | 4 | 208 | 694 |
| 05:00 PM | 24 | 11 | 11 | 46 | 0 | 35 | 28 | 63 | 4 | 19 | 4 | 27 | 18 | 44 | 0 | 62 | 198 |
| 05:15 PM | 14 | 10 | 11 | 35 | 0 | 30 | 34 | 64 | 0 | 12 | 1 | 13 | 9 | 43 | 1 | 53 | 165 |
| 05:30 PM | 18 | 11 | 3 | 32 | 2 | 25 | 21 | 48 | 0 | 14 | 1 | 15 | 13 | 65 | 3 | 81 | 176 |
| 05:45 PM | 26 | 9 | 11 | 46 | 1 | 21 | 18 | 40 | 1 | 8 | 1 | 10 | 8 | 43 | 0 | 51 | 147 |
| Total | 82 | 41 | 36 | 159 | 3 | 111 | 101 | 215 | 5 | 53 | 7 | 65 | 48 | 195 | 4 | 247 | 686 |
| Grand Total | 192 | 84 | 78 | 354 | 7 | 230 | 199 | 436 | 5 | 110 | 20 | 135 | 95 | 352 | 8 | 455 | 1380 |
| Apprch % | 54.2 | 23.7 | 22 | | 1.6 | 52.8 | 45.6 | | 3.7 | 81.5 | 14.8 | | 20.9 | 77.4 | 1.8 | | |
| Total % | 13.9 | 6.1 | 5.7 | 25.7 | 0.5 | 16.7 | 14.4 | 31.6 | 0.4 | 8 | 1.4 | 9.8 | 6.9 | 25.5 | 0.6 | 33 | |

| Start Time | Patterson Road Southbound | | | | Doris Avenue Westbound | | | | Patterson Road Northbound | | | | Doris Avenue Eastbound | | | | Int. Total |
|--|---------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 25 | 10 | 12 | 47 | 2 | 33 | 32 | 67 | 0 | 14 | 6 | 20 | 14 | 48 | 2 | 64 | 198 |
| 05:00 PM | 24 | 11 | 11 | 46 | 0 | 35 | 28 | 63 | 4 | 19 | 4 | 27 | 18 | 44 | 0 | 62 | 198 |
| 05:15 PM | 14 | 10 | 11 | 35 | 0 | 30 | 34 | 64 | 0 | 12 | 1 | 13 | 9 | 43 | 1 | 53 | 165 |
| 05:30 PM | 18 | 11 | 3 | 32 | 2 | 25 | 21 | 48 | 0 | 14 | 1 | 15 | 13 | 65 | 3 | 81 | 176 |
| Total Volume | 81 | 42 | 37 | 160 | 4 | 123 | 115 | 242 | 4 | 59 | 12 | 75 | 54 | 200 | 6 | 260 | 737 |
| % App. Total | 50.6 | 26.2 | 23.1 | | 1.7 | 50.8 | 47.5 | | 5.3 | 78.7 | 16 | | 20.8 | 76.9 | 2.3 | | |
| PHF | .810 | .955 | .771 | .851 | .500 | .879 | .846 | .903 | .250 | .776 | .500 | .694 | .750 | .769 | .500 | .802 | .931 |

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:30 PM | | | | 04:15 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 37 | 10 | 11 | 58 | 0 | 38 | 25 | 63 | 0 | 10 | 4 | 14 | 14 | 48 | 2 | 64 |
| +15 mins. | 31 | 11 | 8 | 50 | 2 | 33 | 32 | 67 | 0 | 12 | 2 | 14 | 18 | 44 | 0 | 62 |
| +30 mins. | 25 | 10 | 12 | 47 | 0 | 35 | 28 | 63 | 0 | 14 | 6 | 20 | 9 | 43 | 1 | 53 |
| +45 mins. | 24 | 11 | 11 | 46 | 0 | 30 | 34 | 64 | 4 | 19 | 4 | 27 | 13 | 65 | 3 | 81 |
| Total Volume | 117 | 42 | 42 | 201 | 2 | 136 | 119 | 257 | 4 | 55 | 16 | 75 | 54 | 200 | 6 | 260 |
| % App. Total | 58.2 | 20.9 | 20.9 | | 0.8 | 52.9 | 46.3 | | 5.3 | 73.3 | 21.3 | | 20.8 | 76.9 | 2.3 | |
| PHF | .791 | .955 | .875 | .866 | .250 | .895 | .875 | .959 | .250 | .724 | .667 | .694 | .750 | .769 | .500 | .802 |

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

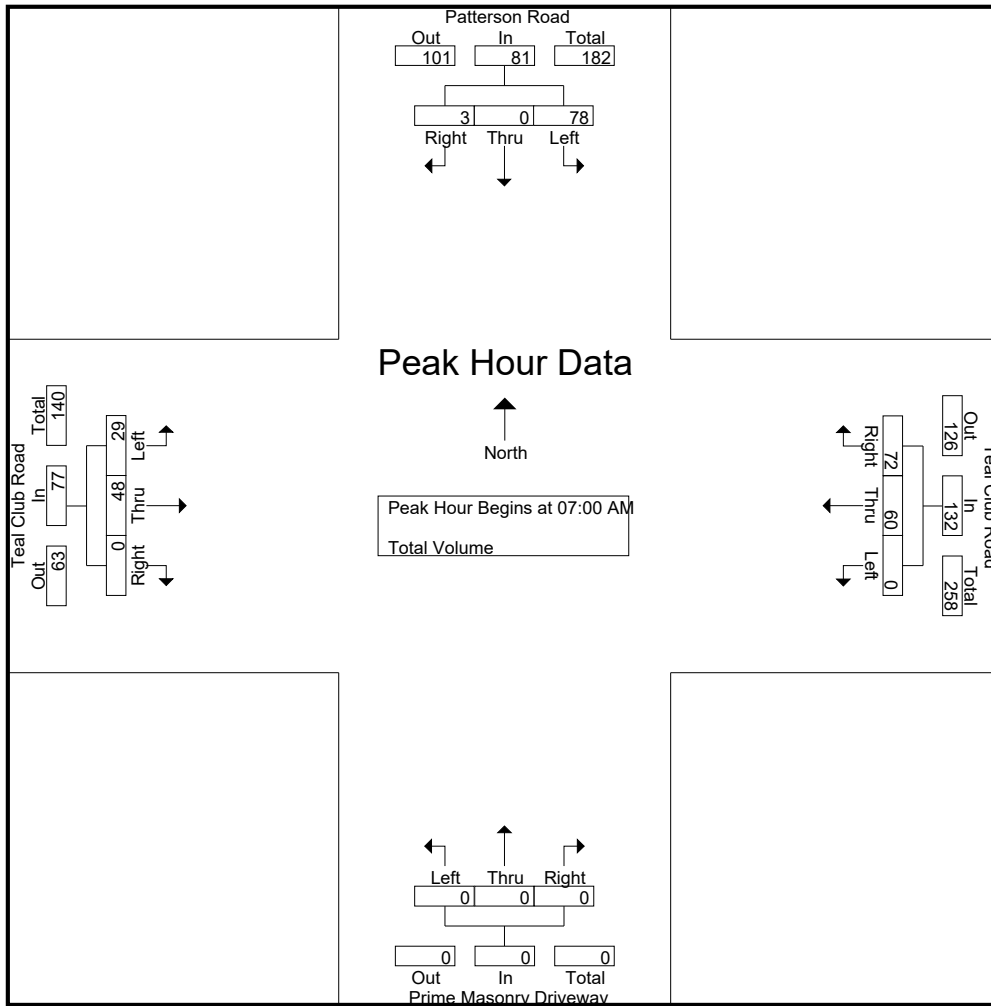
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Teal Club Road Westbound | | | | Prime Masonry Driveway Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|--------------------|---------------------------|----------|----------|------------|--------------------------|------------|-----------|------------|-----------------------------------|----------|----------|------------|--------------------------|------------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 07:00 AM | 18 | 0 | 1 | 19 | 0 | 13 | 8 | 21 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 17 | 57 |
| 07:15 AM | 8 | 0 | 0 | 8 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 14 | 46 |
| 07:30 AM | 22 | 0 | 2 | 24 | 0 | 12 | 35 | 47 | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 22 | 93 |
| 07:45 AM | 30 | 0 | 0 | 30 | 0 | 18 | 22 | 40 | 0 | 0 | 0 | 0 | 14 | 10 | 0 | 24 | 94 |
| Total | 78 | 0 | 3 | 81 | 0 | 60 | 72 | 132 | 0 | 0 | 0 | 0 | 29 | 48 | 0 | 77 | 290 |
| 08:00 AM | 20 | 0 | 1 | 21 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 12 | 55 |
| 08:15 AM | 11 | 0 | 1 | 12 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 47 |
| 08:30 AM | 7 | 0 | 1 | 8 | 0 | 6 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 31 |
| 08:45 AM | 4 | 0 | 2 | 6 | 0 | 13 | 2 | 15 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 18 | 39 |
| Total | 42 | 0 | 5 | 47 | 0 | 49 | 18 | 67 | 0 | 0 | 0 | 0 | 6 | 52 | 0 | 58 | 172 |
| Grand Total | 120 | 0 | 8 | 128 | 0 | 109 | 90 | 199 | 0 | 0 | 0 | 0 | 35 | 100 | 0 | 135 | 462 |
| Apprch % | 93.8 | 0 | 6.2 | | 0 | 54.8 | 45.2 | | 0 | 0 | 0 | | 25.9 | 74.1 | 0 | | |
| Total % | 26 | 0 | 1.7 | 27.7 | 0 | 23.6 | 19.5 | 43.1 | 0 | 0 | 0 | 0 | 7.6 | 21.6 | 0 | 29.2 | |

| Start Time | Patterson Road Southbound | | | | Teal Club Road Westbound | | | | Prime Masonry Driveway Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|--|---------------------------|----------|----------|------------|--------------------------|-----------|-----------|------------|-----------------------------------|----------|----------|------------|--------------------------|-----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 18 | 0 | 1 | 19 | 0 | 13 | 8 | 21 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 17 | 57 |
| 07:15 AM | 8 | 0 | 0 | 8 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 14 | 46 |
| 07:30 AM | 22 | 0 | 2 | 24 | 0 | 12 | 35 | 47 | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 22 | 93 |
| 07:45 AM | 30 | 0 | 0 | 30 | 0 | 18 | 22 | 40 | 0 | 0 | 0 | 0 | 14 | 10 | 0 | 24 | 94 |
| Total Volume | 78 | 0 | 3 | 81 | 0 | 60 | 72 | 132 | 0 | 0 | 0 | 0 | 29 | 48 | 0 | 77 | 290 |
| % App. Total | 96.3 | 0 | 3.7 | | 0 | 45.5 | 54.5 | | 0 | 0 | 0 | | 37.7 | 62.3 | 0 | | |
| PHF | .650 | .000 | .375 | .675 | .000 | .833 | .514 | .702 | .000 | .000 | .000 | .000 | .518 | .800 | .000 | .802 | .771 |

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:15 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 22 | 0 | 2 | 24 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 17 |
| +15 mins. | 30 | 0 | 0 | 30 | 0 | 12 | 35 | 47 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 14 |
| +30 mins. | 20 | 0 | 1 | 21 | 0 | 18 | 22 | 40 | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 22 |
| +45 mins. | 11 | 0 | 1 | 12 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 0 | 14 | 10 | 0 | 24 |
| Total Volume | 83 | 0 | 4 | 87 | 0 | 62 | 71 | 133 | 0 | 0 | 0 | 0 | 29 | 48 | 0 | 77 |
| % App. Total | 95.4 | 0 | 4.6 | | 0 | 46.6 | 53.4 | | 0 | 0 | 0 | | 37.7 | 62.3 | 0 | |
| PHF | .692 | .000 | .500 | .725 | .000 | .861 | .507 | .707 | .000 | .000 | .000 | .000 | .518 | .800 | .000 | .802 |

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

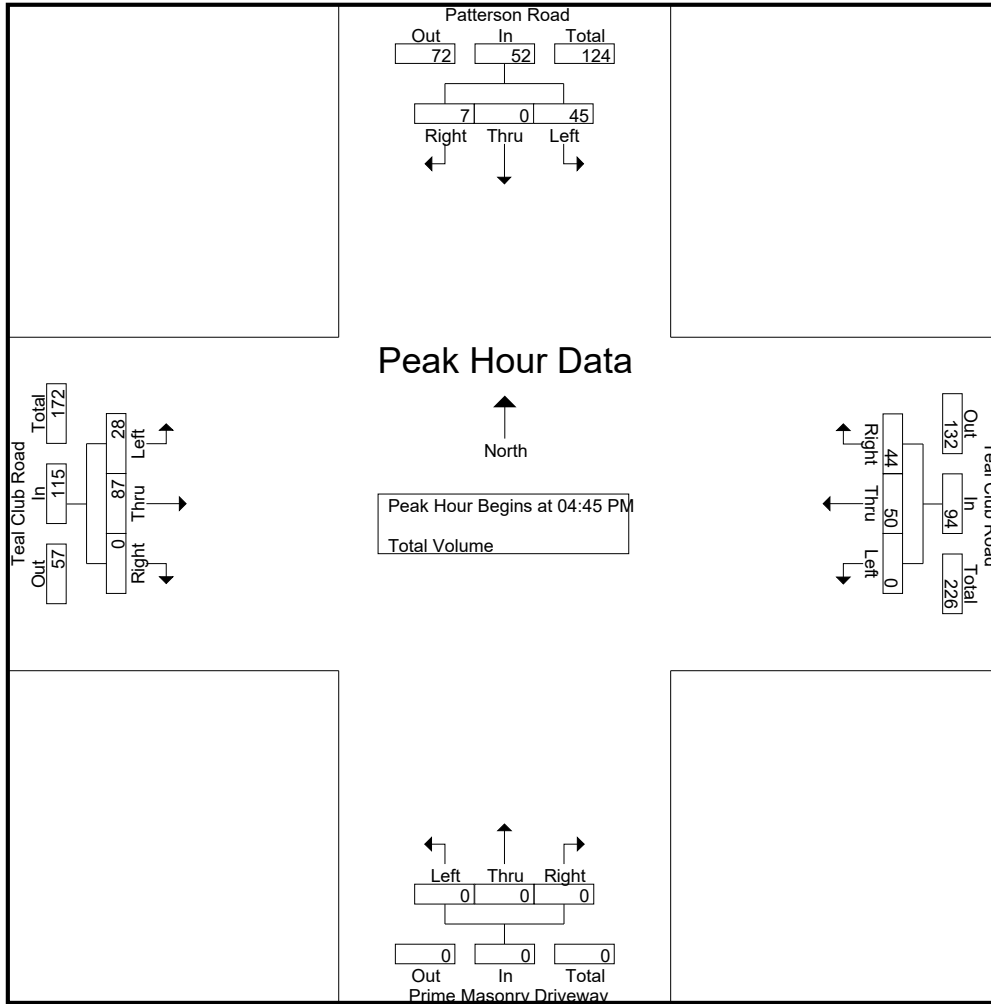
Groups Printed- Total Volume

| Start Time | Patterson Road Southbound | | | | Teal Club Road Westbound | | | | Prime Masonry Driveway Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|-------------|---------------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 04:00 PM | 9 | 0 | 3 | 12 | 0 | 11 | 11 | 22 | 0 | 0 | 0 | 0 | 10 | 19 | 0 | 29 | 63 |
| 04:15 PM | 10 | 0 | 1 | 11 | 0 | 18 | 9 | 27 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 22 | 60 |
| 04:30 PM | 11 | 0 | 1 | 12 | 0 | 5 | 9 | 14 | 0 | 0 | 0 | 0 | 6 | 19 | 0 | 25 | 51 |
| 04:45 PM | 12 | 0 | 3 | 15 | 0 | 14 | 14 | 28 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 21 | 64 |
| Total | 42 | 0 | 8 | 50 | 0 | 48 | 43 | 91 | 0 | 0 | 0 | 0 | 28 | 69 | 0 | 97 | 238 |
| 05:00 PM | 11 | 0 | 1 | 12 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 12 | 21 | 0 | 33 | 76 |
| 05:15 PM | 8 | 0 | 2 | 10 | 0 | 10 | 8 | 18 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 27 | 55 |
| 05:30 PM | 14 | 0 | 1 | 15 | 0 | 10 | 7 | 17 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 34 | 66 |
| 05:45 PM | 12 | 0 | 0 | 12 | 0 | 11 | 5 | 16 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 29 | 57 |
| Total | 45 | 0 | 4 | 49 | 0 | 47 | 35 | 82 | 0 | 0 | 0 | 0 | 28 | 95 | 0 | 123 | 254 |
| Grand Total | 87 | 0 | 12 | 99 | 0 | 95 | 78 | 173 | 0 | 0 | 0 | 0 | 56 | 164 | 0 | 220 | 492 |
| Apprch % | 87.9 | 0 | 12.1 | | 0 | 54.9 | 45.1 | | 0 | 0 | 0 | | 25.5 | 74.5 | 0 | | |
| Total % | 17.7 | 0 | 2.4 | 20.1 | 0 | 19.3 | 15.9 | 35.2 | 0 | 0 | 0 | 0 | 11.4 | 33.3 | 0 | 44.7 | |

| Start Time | Patterson Road Southbound | | | | Teal Club Road Westbound | | | | Prime Masonry Driveway Northbound | | | | Teal Club Road Eastbound | | | | Int. Total |
|--|---------------------------|------|----------|------------|--------------------------|-----------|-----------|------------|-----------------------------------|------|-------|------------|--------------------------|-----------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 12 | 0 | 3 | 15 | 0 | 14 | 14 | 28 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 21 | 64 |
| 05:00 PM | 11 | 0 | 1 | 12 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 12 | 21 | 0 | 33 | 76 |
| 05:15 PM | 8 | 0 | 2 | 10 | 0 | 10 | 8 | 18 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 27 | 55 |
| 05:30 PM | 14 | 0 | 1 | 15 | 0 | 10 | 7 | 17 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 34 | 66 |
| Total Volume | 45 | 0 | 7 | 52 | 0 | 50 | 44 | 94 | 0 | 0 | 0 | 0 | 28 | 87 | 0 | 115 | 261 |
| % App. Total | 86.5 | 0 | 13.5 | | 0 | 53.2 | 46.8 | | 0 | 0 | 0 | | 24.3 | 75.7 | 0 | | |
| PHF | .804 | .000 | .583 | .867 | .000 | .781 | .733 | .758 | .000 | .000 | .000 | .000 | .583 | .806 | .000 | .846 | .859 |

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 12 | 0 | 3 | 15 | 0 | 18 | 9 | 27 | 0 | 0 | 0 | 0 | 12 | 21 | 0 | 33 |
| +15 mins. | 11 | 0 | 1 | 12 | 0 | 5 | 9 | 14 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 27 |
| +30 mins. | 8 | 0 | 2 | 10 | 0 | 14 | 14 | 28 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 34 |
| +45 mins. | 14 | 0 | 1 | 15 | 0 | 16 | 15 | 31 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 29 |
| Total Volume | 45 | 0 | 7 | 52 | 0 | 53 | 47 | 100 | 0 | 0 | 0 | 0 | 28 | 95 | 0 | 123 |
| % App. Total | 86.5 | 0 | 13.5 | | 0 | 53 | 47 | | 0 | 0 | 0 | | 22.8 | 77.2 | 0 | |
| PHF | .804 | .000 | .583 | .867 | .000 | .736 | .783 | .806 | .000 | .000 | .000 | .000 | .583 | .880 | .000 | .904 |

City of Oxnard
 N/S: Daffodil Way
 E/W: Doris Avenue
 Weather: Clear

File Name : 10_OXD_DA DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

Groups Printed- Total Volume

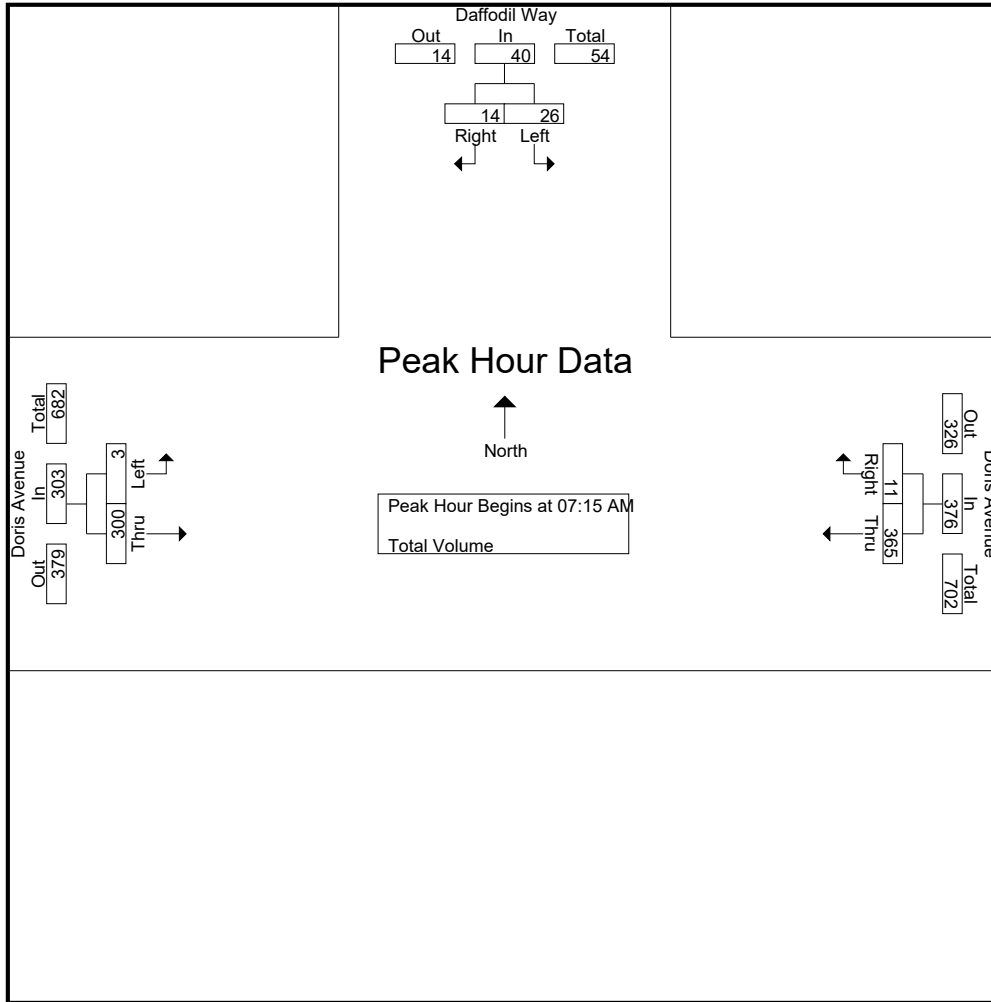
| Start Time | Daffodil Way Southbound | | | Doris Avenue Westbound | | | Doris Avenue Eastbound | | | Int. Total |
|-------------|-------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 07:00 AM | 4 | 2 | 6 | 58 | 4 | 62 | 1 | 45 | 46 | 114 |
| 07:15 AM | 11 | 3 | 14 | 79 | 4 | 83 | 1 | 37 | 38 | 135 |
| 07:30 AM | 7 | 4 | 11 | 140 | 1 | 141 | 0 | 69 | 69 | 221 |
| 07:45 AM | 5 | 5 | 10 | 88 | 0 | 88 | 0 | 104 | 104 | 202 |
| Total | 27 | 14 | 41 | 365 | 9 | 374 | 2 | 255 | 257 | 672 |
| 08:00 AM | 3 | 2 | 5 | 58 | 6 | 64 | 2 | 90 | 92 | 161 |
| 08:15 AM | 4 | 5 | 9 | 63 | 1 | 64 | 1 | 41 | 42 | 115 |
| 08:30 AM | 4 | 1 | 5 | 34 | 2 | 36 | 2 | 35 | 37 | 78 |
| 08:45 AM | 3 | 4 | 7 | 35 | 1 | 36 | 0 | 25 | 25 | 68 |
| Total | 14 | 12 | 26 | 190 | 10 | 200 | 5 | 191 | 196 | 422 |
| Grand Total | 41 | 26 | 67 | 555 | 19 | 574 | 7 | 446 | 453 | 1094 |
| Apprch % | 61.2 | 38.8 | | 96.7 | 3.3 | | 1.5 | 98.5 | | |
| Total % | 3.7 | 2.4 | 6.1 | 50.7 | 1.7 | 52.5 | 0.6 | 40.8 | 41.4 | |

| Start Time | Daffodil Way Southbound | | | Doris Avenue Westbound | | | Doris Avenue Eastbound | | | Int. Total |
|--------------|-------------------------|----------|------------|------------------------|----------|------------|------------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 07:15 AM | 11 | 3 | 14 | 79 | 4 | 83 | 1 | 37 | 38 | 135 |
| 07:30 AM | 7 | 4 | 11 | 140 | 1 | 141 | 0 | 69 | 69 | 221 |
| 07:45 AM | 5 | 5 | 10 | 88 | 0 | 88 | 0 | 104 | 104 | 202 |
| 08:00 AM | 3 | 2 | 5 | 58 | 6 | 64 | 2 | 90 | 92 | 161 |
| Total Volume | 26 | 14 | 40 | 365 | 11 | 376 | 3 | 300 | 303 | 719 |
| % App. Total | 65 | 35 | | 97.1 | 2.9 | | 1 | 99 | | |
| PHF | .591 | .700 | .714 | .652 | .458 | .667 | .375 | .721 | .728 | .813 |

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Oxnard
 N/S: Daffodil Way
 E/W: Doris Avenue
 Weather: Clear

File Name : 10_OXD_DA DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:15 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 4 | 2 | 6 | 79 | 4 | 83 | 0 | 69 | 69 |
| +15 mins. | 11 | 3 | 14 | 140 | 1 | 141 | 0 | 104 | 104 |
| +30 mins. | 7 | 4 | 11 | 88 | 0 | 88 | 2 | 90 | 92 |
| +45 mins. | 5 | 5 | 10 | 58 | 6 | 64 | 1 | 41 | 42 |
| Total Volume | 27 | 14 | 41 | 365 | 11 | 376 | 3 | 304 | 307 |
| % App. Total | 65.9 | 34.1 | | 97.1 | 2.9 | | 1 | 99 | |
| PHF | .614 | .700 | .732 | .652 | .458 | .667 | .375 | .731 | .738 |

City of Oxnard
 N/S: Daffodil Way
 E/W: Doris Avenue
 Weather: Clear

File Name : 10_OXD_DA DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 1

Groups Printed- Total Volume

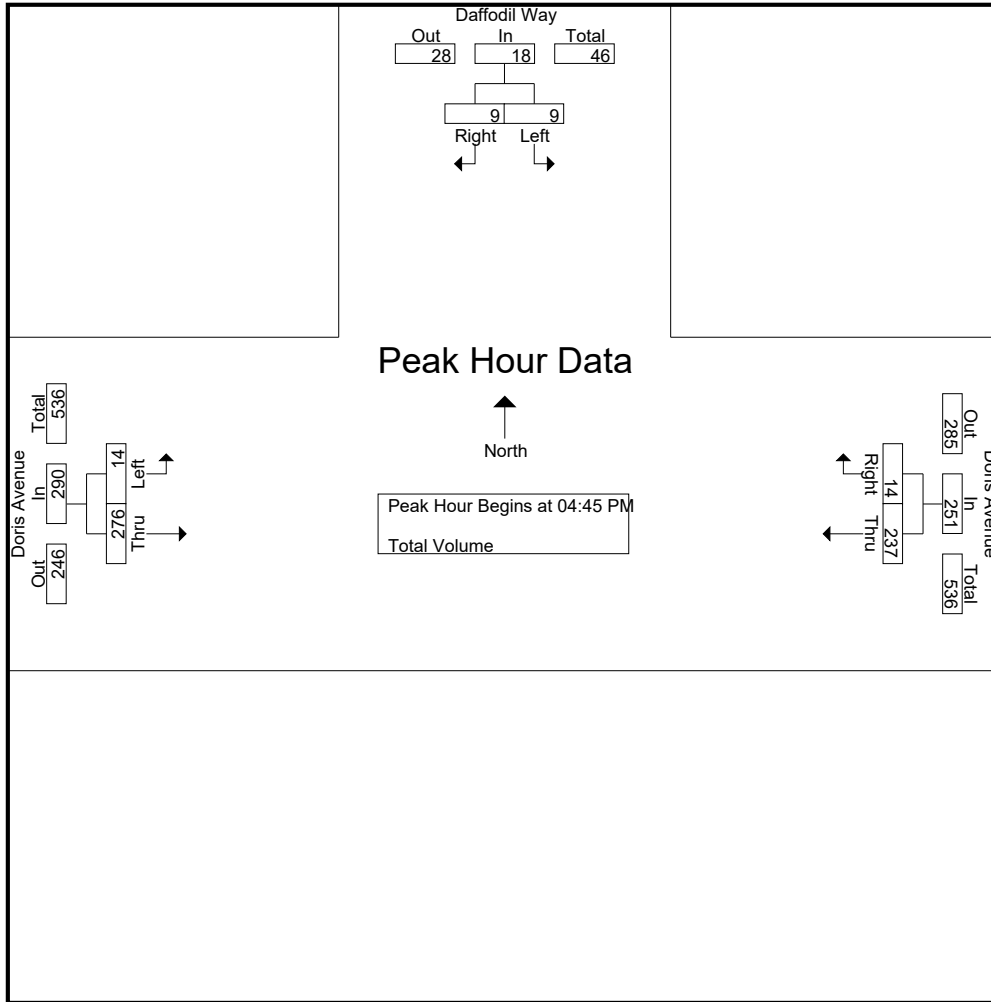
| Start Time | Daffodil Way Southbound | | | Doris Avenue Westbound | | | Doris Avenue Eastbound | | | Int. Total |
|-------------|-------------------------|-------|------------|------------------------|-------|------------|------------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 04:00 PM | 4 | 4 | 8 | 49 | 4 | 53 | 2 | 61 | 63 | 124 |
| 04:15 PM | 4 | 1 | 5 | 42 | 1 | 43 | 2 | 67 | 69 | 117 |
| 04:30 PM | 3 | 0 | 3 | 58 | 5 | 63 | 3 | 67 | 70 | 136 |
| 04:45 PM | 2 | 3 | 5 | 68 | 2 | 70 | 5 | 74 | 79 | 154 |
| Total | 13 | 8 | 21 | 217 | 12 | 229 | 12 | 269 | 281 | 531 |
| 05:00 PM | 2 | 3 | 5 | 58 | 3 | 61 | 2 | 68 | 70 | 136 |
| 05:15 PM | 3 | 1 | 4 | 62 | 2 | 64 | 3 | 54 | 57 | 125 |
| 05:30 PM | 2 | 2 | 4 | 49 | 7 | 56 | 4 | 80 | 84 | 144 |
| 05:45 PM | 3 | 2 | 5 | 36 | 5 | 41 | 6 | 64 | 70 | 116 |
| Total | 10 | 8 | 18 | 205 | 17 | 222 | 15 | 266 | 281 | 521 |
| Grand Total | 23 | 16 | 39 | 422 | 29 | 451 | 27 | 535 | 562 | 1052 |
| Apprch % | 59 | 41 | | 93.6 | 6.4 | | 4.8 | 95.2 | | |
| Total % | 2.2 | 1.5 | 3.7 | 40.1 | 2.8 | 42.9 | 2.6 | 50.9 | 53.4 | |

| Start Time | Daffodil Way Southbound | | | Doris Avenue Westbound | | | Doris Avenue Eastbound | | | Int. Total |
|--------------|-------------------------|----------|------------|------------------------|----------|------------|------------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 04:45 PM | 2 | 3 | 5 | 68 | 2 | 70 | 5 | 74 | 79 | 154 |
| 05:00 PM | 2 | 3 | 5 | 58 | 3 | 61 | 2 | 68 | 70 | 136 |
| 05:15 PM | 3 | 1 | 4 | 62 | 2 | 64 | 3 | 54 | 57 | 125 |
| 05:30 PM | 2 | 2 | 4 | 49 | 7 | 56 | 4 | 80 | 84 | 144 |
| Total Volume | 9 | 9 | 18 | 237 | 14 | 251 | 14 | 276 | 290 | 559 |
| % App. Total | 50 | 50 | | 94.4 | 5.6 | | 4.8 | 95.2 | | |
| PHF | .750 | .750 | .900 | .871 | .500 | .896 | .700 | .863 | .863 | .907 |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Oxnard
 N/S: Daffodil Way
 E/W: Doris Avenue
 Weather: Clear

File Name : 10_OXD_DA DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | 04:30 PM | | | 04:45 PM | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|-----------|-----------|
| +0 mins. | 4 | 4 | 8 | 58 | 5 | 63 | 5 | 74 | 79 |
| +15 mins. | 4 | 1 | 5 | 68 | 2 | 70 | 2 | 68 | 70 |
| +30 mins. | 3 | 0 | 3 | 58 | 3 | 61 | 3 | 54 | 57 |
| +45 mins. | 2 | 3 | 5 | 62 | 2 | 64 | 4 | 80 | 84 |
| Total Volume | 13 | 8 | 21 | 246 | 12 | 258 | 14 | 276 | 290 |
| % App. Total | 61.9 | 38.1 | | 95.3 | 4.7 | | 4.8 | 95.2 | |
| PHF | .813 | .500 | .656 | .904 | .600 | .921 | .700 | .863 | .863 |

APPENDIX C

**Explanation and Calculation of
Intersection Capacity Utilization/Delay**

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at a signalized intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires $1,600/3,200$ or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.
6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of

approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow

indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap

left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since $800/1,600$

is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

| <u>Critical Lane Method Method Result</u> | <u>Intersection Capacity Utilization Result</u> |
|---|---|
| 800 vehicles per hour | 50 percent |
| 960 vehicles per hour | 60 percent |
| 1,120 vehicles per hour | 70 percent |
| 1,280 vehicles per hour | 80 percent |
| 1,440 vehicles per hour | 90 percent |
| 1,600 vehicles per hour | 100 percent |
| 1,760 vehicles per hour | 110 percent |

**INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION¹**

| Level of Service | Description | Volume to Capacity Ratio |
|------------------|--|--------------------------|
| A | Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. | 0.600 and below |
| B | Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay. | 0.601 to 0.700 |
| C | Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. | 0.701 to 0.800 |
| D | Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. | 0.801 to 0.900 |
| E | Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent. | 0.901 to 1.000 |
| F | Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels. | 1.001 and up |

¹Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington D.C., 2010.

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)

9. Right turns
10. Left turns
11. Pedestrian activity
12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length
2. Amount of red time faced by a lane group
3. Amount of yellow time for that lane group
4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is

realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION¹

| Level of Service | Description | Average Total Delay per Vehicle (Seconds) | |
|------------------|--|---|----------------|
| | | Signalized | Unsignalized |
| A | Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. | 0 to 10.00 | 0 to 10.00 |
| B | Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay. | 10.01 to 20.00 | 10.01 to 15.00 |
| C | Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. | 20.01 to 35.00 | 15.01 to 25.00 |
| D | Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. | 35.01 to 55.00 | 25.01 to 35.00 |
| E | Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences. | 55.01 to 80.00 | 35.01 to 50.00 |
| F | Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels. | 80.01 and up | 50.01 and up |

¹ Source: [Highway Capacity Manual](#) Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2010.

Existing

Doris Patterson Educational Facilities

Vistro File: \...\AM E.vistro

Scenario 1 Existing

Report File: \...\AM E.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Right | 0.757 | - | C |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.731 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.895 | 872.6 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.654 | - | B |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Right | 0.663 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.685 | - | B |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | SB Left | 0.565 | 13.1 | B |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.101 | 10.2 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.062 | 14.1 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.757 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 39 | 1513 | 479 | 167 | 893 | 23 | 30 | 68 | 10 | 328 | 242 | 594 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 39 | 1513 | 479 | 167 | 893 | 23 | 30 | 68 | 10 | 328 | 242 | 594 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 378 | 120 | 42 | 223 | 6 | 8 | 17 | 3 | 82 | 61 | 149 |
| Total Analysis Volume [veh/h] | 39 | 1513 | 479 | 167 | 893 | 23 | 30 | 68 | 10 | 328 | 242 | 594 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.32 | 0.30 | 0.05 | 0.28 | 0.01 | 0.02 | 0.02 | 0.01 | 0.10 | 0.08 | 0.37 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.757 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.731 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1934 | 91 | 41 | 1130 | 7 | 4 | 2 | 0 | 110 | 0 | 158 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1934 | 91 | 41 | 1130 | 7 | 4 | 2 | 0 | 110 | 0 | 158 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 484 | 23 | 10 | 283 | 2 | 1 | 1 | 0 | 28 | 0 | 40 |
| Total Analysis Volume [veh/h] | 3 | 1934 | 91 | 41 | 1130 | 7 | 4 | 2 | 0 | 110 | 0 | 158 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.60 | 0.06 | 0.03 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.10 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.731 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 872.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.895 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 2104 | 47 | 31 | 1218 | 1 | 0 | 0 | 3 | 7 | 1 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 2104 | 47 | 31 | 1218 | 1 | 0 | 0 | 3 | 7 | 1 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 526 | 12 | 8 | 305 | 0 | 0 | 0 | 1 | 2 | 0 | 14 |
| Total Analysis Volume [veh/h] | 4 | 2104 | 47 | 31 | 1218 | 1 | 0 | 0 | 3 | 7 | 1 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|------|------|-------|------|------|--------|--------|-------|--------|--------|-------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.13 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.89 | 0.16 | 0.25 |
| d_M, Delay for Movement [s/veh] | 11.39 | 0.00 | 0.00 | 21.67 | 0.00 | 0.00 | 316.57 | 614.70 | 13.27 | 872.57 | 589.33 | 37.77 |
| Movement LOS | B | A | A | C | A | A | F | F | B | F | F | E |
| 95th-Percentile Queue Length [veh] | 0.02 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 1.57 | 1.74 | 1.74 |
| 95th-Percentile Queue Length [ft] | 0.53 | 0.00 | 0.00 | 10.61 | 0.00 | 0.00 | 0.00 | 0.52 | 0.52 | 39.24 | 43.56 | 43.56 |
| d_A, Approach Delay [s/veh] | 0.02 | | | 0.54 | | | 13.27 | | | 139.28 | | |
| Approach LOS | A | | | A | | | B | | | F | | |
| d_I, Intersection Delay [s/veh] | 2.75 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.654 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 79 | 1559 | 138 | 202 | 989 | 32 | 60 | 104 | 8 | 114 | 146 | 365 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 79 | 1559 | 138 | 202 | 989 | 32 | 60 | 104 | 8 | 114 | 146 | 365 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 390 | 35 | 51 | 247 | 8 | 15 | 26 | 2 | 29 | 37 | 91 |
| Total Analysis Volume [veh/h] | 79 | 1559 | 138 | 202 | 989 | 32 | 60 | 104 | 8 | 114 | 146 | 365 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.32 | 0.09 | 0.06 | 0.21 | 0.21 | 0.04 | 0.04 | 0.04 | 0.04 | 0.05 | 0.23 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.654 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.663 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1172 | 71 | 129 | 822 | 68 | 144 | 141 | 51 | 89 | 208 | 373 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1172 | 71 | 129 | 822 | 68 | 144 | 141 | 51 | 89 | 208 | 373 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 293 | 18 | 32 | 206 | 17 | 36 | 35 | 13 | 22 | 52 | 93 |
| Total Analysis Volume [veh/h] | 76 | 1172 | 71 | 129 | 822 | 68 | 144 | 141 | 51 | 89 | 208 | 373 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.26 | 0.26 | 0.08 | 0.17 | 0.04 | 0.09 | 0.04 | 0.03 | 0.06 | 0.07 | 0.23 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.663 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.685 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 189 | 135 | 240 | 242 | 133 | 40 | 10 | 983 | 73 | 123 | 528 | 248 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 189 | 135 | 240 | 242 | 133 | 40 | 10 | 983 | 73 | 123 | 528 | 248 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 47 | 34 | 60 | 61 | 33 | 10 | 3 | 246 | 18 | 31 | 132 | 62 |
| Total Analysis Volume [veh/h] | 189 | 135 | 240 | 242 | 133 | 40 | 10 | 983 | 73 | 123 | 528 | 248 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.12 | 0.08 | 0.15 | 0.15 | 0.08 | 0.03 | 0.01 | 0.31 | 0.05 | 0.08 | 0.17 | 0.16 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.685 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.565 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 85 | 8 | 229 | 84 | 73 | 60 | 72 | 3 | 1 | 192 | 169 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 85 | 8 | 229 | 84 | 73 | 60 | 72 | 3 | 1 | 192 | 169 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 21 | 2 | 57 | 21 | 18 | 15 | 18 | 1 | 0 | 48 | 42 |
| Total Analysis Volume [veh/h] | 6 | 85 | 8 | 229 | 84 | 73 | 60 | 72 | 3 | 1 | 192 | 169 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 545 | 554 | 663 | 540 | 573 | 646 |
| Degree of Utilization, x | 0.18 | 0.57 | 0.11 | 0.25 | 0.34 | 0.26 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 0.66 | 3.50 | 0.37 | 0.98 | 1.48 | 1.04 |
| 95th-Percentile Queue Length [ft] | 16.48 | 87.40 | 9.23 | 24.57 | 36.92 | 26.10 |
| Approach Delay [s/veh] | 11.08 | 15.71 | | 11.89 | 11.25 | |
| Approach LOS | B | C | | B | B | |
| Intersection Delay [s/veh] | 13.07 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.101 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|--|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 78 | 3 | 29 | 48 | 60 | 72 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 78 | 3 | 29 | 48 | 60 | 72 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 1 | 7 | 12 | 15 | 18 |
| Total Analysis Volume [veh/h] | 78 | 3 | 29 | 48 | 60 | 72 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.21 | 9.29 | 7.53 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.35 | 0.35 | 0.17 | 0.17 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 8.70 | 8.70 | 4.19 | 4.19 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.18 | | 2.84 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.60 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.062 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 26 | 14 | 3 | 300 | 365 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 26 | 14 | 3 | 300 | 365 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 4 | 1 | 75 | 91 | 3 |
| Total Analysis Volume [veh/h] | 26 | 14 | 3 | 300 | 365 | 11 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.12 | 10.40 | 8.05 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.20 | 0.06 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.92 | 1.58 | 0.19 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.82 | | 0.08 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.75 | | | | | |
| Intersection LOS | B | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM E.vistro

Scenario 1 Existing

Report File: \...\PM E.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.674 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.698 | - | B |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 2.804 | 4,076.5 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.546 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.644 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.484 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.404 | 10.6 | B |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.059 | 10.1 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.018 | 12.4 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.674 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 25 | 1282 | 315 | 363 | 1614 | 34 | 38 | 244 | 109 | 249 | 109 | 312 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 25 | 1282 | 315 | 363 | 1614 | 34 | 38 | 244 | 109 | 249 | 109 | 312 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 321 | 79 | 91 | 404 | 9 | 10 | 61 | 27 | 62 | 27 | 78 |
| Total Analysis Volume [veh/h] | 25 | 1282 | 315 | 363 | 1614 | 34 | 38 | 244 | 109 | 249 | 109 | 312 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.20 | 0.11 | 0.50 | 0.02 | 0.02 | 0.08 | 0.07 | 0.08 | 0.03 | 0.20 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.674 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.698 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1458 | 106 | 113 | 1963 | 2 | 10 | 20 | 12 | 91 | 2 | 91 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1458 | 106 | 113 | 1963 | 2 | 10 | 20 | 12 | 91 | 2 | 91 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 365 | 27 | 28 | 491 | 1 | 3 | 5 | 3 | 23 | 1 | 23 |
| Total Analysis Volume [veh/h] | 3 | 1458 | 106 | 113 | 1963 | 2 | 10 | 20 | 12 | 91 | 2 | 91 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.46 | 0.07 | 0.07 | 0.61 | 0.00 | 0.01 | 0.03 | 0.03 | 0.06 | 0.06 | 0.06 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.698 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|---------|
| Control Type: | Two-way stop | Delay (sec / veh): | 4,076.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 2.804 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 2 | 1659 | 48 | 52 | 1964 | 1 | 2 | 3 | 38 | 5 | 0 | 50 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 2 | 1659 | 48 | 52 | 1964 | 1 | 2 | 3 | 38 | 5 | 0 | 50 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 415 | 12 | 13 | 491 | 0 | 1 | 1 | 10 | 1 | 0 | 13 |
| Total Analysis Volume [veh/h] | 2 | 1659 | 48 | 52 | 1964 | 1 | 2 | 3 | 38 | 5 | 0 | 50 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|------|------|-------|------|------|--------|---------|--------|---------|--------|-------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.14 | 0.02 | 0.00 | 0.38 | 0.88 | 0.15 | 2.80 | 0.00 | 0.16 |
| d_M, Delay for Movement [s/veh] | 17.41 | 0.00 | 0.00 | 16.38 | 0.00 | 0.00 | 916.71 | 1272.23 | 231.97 | 4076.53 | 987.01 | 18.65 |
| Movement LOS | C | A | A | C | A | A | F | F | F | F | F | C |
| 95th-Percentile Queue Length [veh] | 0.02 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.69 | 4.00 | 4.00 | 1.59 | 0.56 | 0.56 |
| 95th-Percentile Queue Length [ft] | 0.52 | 0.00 | 0.00 | 12.18 | 0.00 | 0.00 | 17.13 | 100.04 | 100.04 | 39.63 | 13.99 | 13.99 |
| d_A, Approach Delay [s/veh] | 0.02 | | | 0.42 | | | 336.40 | | | 387.55 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 9.59 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.546 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 89 | 1349 | 135 | 311 | 1585 | 56 | 73 | 229 | 84 | 225 | 138 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 89 | 1349 | 135 | 311 | 1585 | 56 | 73 | 229 | 84 | 225 | 138 | 242 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 22 | 337 | 34 | 78 | 396 | 14 | 18 | 57 | 21 | 56 | 35 | 61 |
| Total Analysis Volume [veh/h] | 89 | 1349 | 135 | 311 | 1585 | 56 | 73 | 229 | 84 | 225 | 138 | 242 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.28 | 0.08 | 0.10 | 0.34 | 0.34 | 0.05 | 0.10 | 0.10 | 0.07 | 0.04 | 0.15 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.546 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.644 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 78 | 1106 | 105 | 234 | 1352 | 152 | 162 | 295 | 159 | 147 | 169 | 230 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 78 | 1106 | 105 | 234 | 1352 | 152 | 162 | 295 | 159 | 147 | 169 | 230 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 277 | 26 | 59 | 338 | 38 | 41 | 74 | 40 | 37 | 42 | 58 |
| Total Analysis Volume [veh/h] | 78 | 1106 | 105 | 234 | 1352 | 152 | 162 | 295 | 159 | 147 | 169 | 230 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.25 | 0.25 | 0.15 | 0.28 | 0.10 | 0.10 | 0.09 | 0.10 | 0.09 | 0.05 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.644 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.484 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 49 | 77 | 183 | 128 | 67 | 27 | 13 | 577 | 12 | 175 | 689 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 49 | 77 | 183 | 128 | 67 | 27 | 13 | 577 | 12 | 175 | 689 | 143 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 19 | 46 | 32 | 17 | 7 | 3 | 144 | 3 | 44 | 172 | 36 |
| Total Analysis Volume [veh/h] | 49 | 77 | 183 | 128 | 67 | 27 | 13 | 577 | 12 | 175 | 689 | 143 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.05 | 0.11 | 0.08 | 0.04 | 0.02 | 0.01 | 0.18 | 0.01 | 0.11 | 0.22 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.484 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 10.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.404 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 4 | 59 | 12 | 81 | 42 | 37 | 54 | 200 | 6 | 4 | 123 | 115 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 59 | 12 | 81 | 42 | 37 | 54 | 200 | 6 | 4 | 123 | 115 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 15 | 3 | 20 | 11 | 9 | 14 | 50 | 2 | 1 | 31 | 29 |
| Total Analysis Volume [veh/h] | 4 | 59 | 12 | 81 | 42 | 37 | 54 | 200 | 6 | 4 | 123 | 115 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 593 | 571 | 683 | 644 | 644 | 739 |
| Degree of Utilization, x | 0.13 | 0.22 | 0.05 | 0.40 | 0.20 | 0.16 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 0.43 | 0.81 | 0.17 | 1.95 | 0.73 | 0.55 |
| 95th-Percentile Queue Length [ft] | 10.77 | 20.30 | 4.29 | 48.80 | 18.22 | 13.72 |
| Approach Delay [s/veh] | 9.94 | 10.16 | | 12.32 | 9.09 | |
| Approach LOS | A | B | | B | A | |
| Intersection Delay [s/veh] | 10.55 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.059 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|--|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 45 | 7 | 28 | 87 | 50 | 44 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 45 | 7 | 28 | 87 | 50 | 44 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 2 | 7 | 22 | 13 | 11 |
| Total Analysis Volume [veh/h] | 45 | 7 | 28 | 87 | 50 | 44 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.08 | 8.96 | 7.45 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.21 | 0.21 | 0.25 | 0.25 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 5.32 | 5.32 | 6.22 | 6.22 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.93 | | 1.81 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.78 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 9 | 9 | 14 | 276 | 237 | 14 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 9 | 14 | 276 | 237 | 14 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 2 | 4 | 69 | 59 | 4 |
| Total Analysis Volume [veh/h] | 9 | 9 | 14 | 276 | 237 | 14 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.38 | 9.54 | 7.77 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.38 | 0.85 | 0.81 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.96 | | 0.38 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.55 | | | | | |
| Intersection LOS | B | | | | | |

Existing Plus Project

Doris Patterson Educational Facilities

Vistro File: \\...IAM E.vistro

Scenario 2 Existing Plus Project

Report File: \\...IAM EP.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Right | 0.767 | - | C |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.797 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 14.501 | 7,062.2 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.719 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Right | 0.721 | - | C |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.718 | - | C |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | SB Left | 0.989 | 44.7 | E |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.020 | 14.1 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.097 | 8.0 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.179 | 14.4 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 17.8 | C |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.226 | 20.1 | C |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.030 | 8.7 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.081 | 17.1 | C |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.393 | 19.8 | C |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.8 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.237 | 9.6 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.767 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 39 | 1513 | 479 | 167 | 893 | 23 | 30 | 68 | 10 | 328 | 242 | 594 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 45 | 0 | 0 | 60 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 39 | 1558 | 479 | 167 | 953 | 23 | 30 | 71 | 10 | 328 | 243 | 594 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 390 | 120 | 42 | 238 | 6 | 8 | 18 | 3 | 82 | 61 | 149 |
| Total Analysis Volume [veh/h] | 39 | 1558 | 479 | 167 | 953 | 23 | 30 | 71 | 10 | 328 | 243 | 594 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.32 | 0.30 | 0.05 | 0.30 | 0.01 | 0.02 | 0.02 | 0.01 | 0.10 | 0.08 | 0.37 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.767 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.797 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1934 | 91 | 41 | 1130 | 7 | 4 | 2 | 0 | 110 | 0 | 158 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 60 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1934 | 111 | 101 | 1130 | 7 | 4 | 2 | 0 | 128 | 0 | 203 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 484 | 28 | 25 | 283 | 2 | 1 | 1 | 0 | 32 | 0 | 51 |
| Total Analysis Volume [veh/h] | 3 | 1934 | 111 | 101 | 1130 | 7 | 4 | 2 | 0 | 128 | 0 | 203 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.60 | 0.07 | 0.06 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.797 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|---------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7,062.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 14.501 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 2104 | 47 | 31 | 1218 | 1 | 0 | 0 | 3 | 7 | 1 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 126 | 0 | 18 | 0 | 0 | 0 | 0 | 99 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 2124 | 173 | 31 | 1236 | 1 | 0 | 0 | 3 | 106 | 1 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 531 | 43 | 8 | 309 | 0 | 0 | 0 | 1 | 27 | 0 | 14 |
| Total Analysis Volume [veh/h] | 4 | 2124 | 173 | 31 | 1236 | 1 | 0 | 0 | 3 | 106 | 1 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|--------|--------|-------|---------|--------|-------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.14 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 14.50 | 0.17 | 0.25 |
| d_M, Delay for Movement [s/veh] | 11.49 | 0.00 | 0.00 | 24.43 | 0.00 | 0.00 | 342.92 | 808.28 | 13.39 | 7062.25 | 638.16 | 39.81 |
| Movement LOS | B | A | A | C | A | A | F | F | B | F | F | E |
| 95th-Percentile Queue Length [veh] | 0.02 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 14.99 | 1.83 | 1.83 |
| 95th-Percentile Queue Length [ft] | 0.54 | 0.00 | 0.00 | 12.30 | 0.00 | 0.00 | 0.00 | 0.52 | 0.52 | 374.71 | 45.85 | 45.85 |
| d_A, Approach Delay [s/veh] | 0.02 | | | 0.60 | | | 13.39 | | | 4638.43 | | |
| Approach LOS | A | | | A | | | B | | | F | | |
| d_I, Intersection Delay [s/veh] | 201.46 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.719 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 79 | 1559 | 138 | 202 | 989 | 32 | 60 | 104 | 8 | 114 | 146 | 365 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 88 | 0 | 34 | 70 | 13 | 17 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 79 | 1647 | 138 | 236 | 1059 | 45 | 77 | 104 | 8 | 114 | 146 | 406 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 412 | 35 | 59 | 265 | 11 | 19 | 26 | 2 | 29 | 37 | 102 |
| Total Analysis Volume [veh/h] | 79 | 1647 | 138 | 236 | 1059 | 45 | 77 | 104 | 8 | 114 | 146 | 406 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.34 | 0.09 | 0.07 | 0.23 | 0.23 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.25 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.719 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.721 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1172 | 71 | 129 | 822 | 68 | 144 | 141 | 51 | 89 | 208 | 373 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 44 | 0 | 34 | 35 | 1 | 3 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1216 | 71 | 163 | 857 | 69 | 147 | 141 | 51 | 89 | 208 | 414 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 304 | 18 | 41 | 214 | 17 | 37 | 35 | 13 | 22 | 52 | 104 |
| Total Analysis Volume [veh/h] | 76 | 1216 | 71 | 163 | 857 | 69 | 147 | 141 | 51 | 89 | 208 | 414 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.10 | 0.18 | 0.04 | 0.09 | 0.04 | 0.03 | 0.06 | 0.07 | 0.26 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.721 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.718 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 189 | 135 | 240 | 242 | 133 | 40 | 10 | 983 | 73 | 123 | 528 | 248 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 22 | 22 | 23 | 0 | 27 | 0 | 0 | 0 | 27 | 30 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 211 | 157 | 263 | 242 | 160 | 40 | 10 | 983 | 100 | 153 | 528 | 248 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 53 | 39 | 66 | 61 | 40 | 10 | 3 | 246 | 25 | 38 | 132 | 62 |
| Total Analysis Volume [veh/h] | 211 | 157 | 263 | 242 | 160 | 40 | 10 | 983 | 100 | 153 | 528 | 248 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.13 | 0.10 | 0.16 | 0.15 | 0.10 | 0.03 | 0.01 | 0.31 | 0.06 | 0.10 | 0.17 | 0.16 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.718 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 44.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.989 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 85 | 8 | 229 | 84 | 73 | 60 | 72 | 3 | 1 | 192 | 169 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 1 | 3 | 98 | 69 | 39 | 0 | 0 | 47 | 33 | 171 | 62 | 85 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 88 | 106 | 298 | 123 | 73 | 60 | 119 | 36 | 172 | 254 | 254 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 22 | 27 | 75 | 31 | 18 | 15 | 30 | 9 | 43 | 64 | 64 |
| Total Analysis Volume [veh/h] | 7 | 88 | 106 | 298 | 123 | 73 | 60 | 119 | 36 | 172 | 254 | 254 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 411 | 426 | 489 | 404 | 438 | 495 |
| Degree of Utilization, x | 0.49 | 0.99 | 0.15 | 0.53 | 0.97 | 0.51 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|--------|-------|-------|--------|-------|
| 95th-Percentile Queue Length [veh] | 2.62 | 12.27 | 0.52 | 3.04 | 11.89 | 2.89 |
| 95th-Percentile Queue Length [ft] | 65.39 | 306.76 | 13.05 | 75.91 | 297.23 | 72.32 |
| Approach Delay [s/veh] | 19.89 | 61.36 | | 21.68 | 47.12 | |
| Approach LOS | C | F | | C | E | |
| Intersection Delay [s/veh] | 44.66 | | | | | |
| Intersection LOS | E | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 99 | 0 | 0 | 233 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 98 | 24 | 12 | 231 | 8 | 4 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 197 | 24 | 12 | 464 | 8 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 49 | 6 | 3 | 116 | 2 | 1 |
| Total Analysis Volume [veh/h] | 197 | 24 | 12 | 464 | 8 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.69 | 0.00 | 14.11 | 9.52 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.08 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.67 | 0.00 | 1.89 | 1.89 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.19 | | 12.58 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.34 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.097 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 99 | 0 | 0 | 233 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 122 | 20 | 129 | 110 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 221 | 20 | 129 | 343 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 55 | 5 | 32 | 86 | 0 | 0 |
| Total Analysis Volume [veh/h] | 221 | 20 | 129 | 343 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.01 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 8.07 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.19 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.45 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.179 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 78 | 3 | 29 | 48 | 60 | 72 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 11 | 99 | 126 | 0 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 89 | 102 | 155 | 48 | 60 | 88 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 22 | 26 | 39 | 12 | 15 | 22 |
| Total Analysis Volume [veh/h] | 89 | 102 | 155 | 48 | 60 | 88 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|------|
| V/C, Movement V/C Ratio | 0.18 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.42 | 10.95 | 7.82 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 1.18 | 1.18 | 0.49 | 0.49 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 29.56 | 29.56 | 12.33 | 12.33 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.56 | | 5.97 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 6.66 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.014 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 4 | 5 | 202 | 12 | 12 | 314 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 505 | 12 | 12 | 676 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 126 | 3 | 3 | 169 |
| Total Analysis Volume [veh/h] | 4 | 5 | 505 | 12 | 12 | 676 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 17.76 | 10.04 | 0.00 | 0.00 | 8.48 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.06 | 0.00 | 0.00 | 0.03 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.59 | 1.59 | 0.00 | 0.00 | 0.87 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.47 | | 0.00 | | 0.15 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 20.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.226 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 207 | 0 | 0 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 510 | 0 | 0 | 617 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 128 | 0 | 0 | 154 |
| Total Analysis Volume [veh/h] | 71 | 57 | 510 | 0 | 0 | 617 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.23 | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 20.13 | 13.49 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 1.26 | 1.26 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 31.50 | 31.50 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.18 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.75 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.030 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|--|--------|---|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 244 | 20 | 30 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 547 | 20 | 30 | 617 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 137 | 5 | 8 | 154 |
| Total Analysis Volume [veh/h] | 0 | 0 | 547 | 20 | 30 | 617 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.71 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 2.32 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.40 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.22 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.081 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵ | | | ↵↵ | | | ↵ | | | ↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 26 | 0 | 14 | 3 | 300 | 0 | 0 | 365 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 244 | 0 | 0 | 257 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 26 | 0 | 24 | 3 | 544 | 0 | 0 | 622 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 136 | 0 | 0 | 156 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 26 | 0 | 24 | 3 | 544 | 0 | 0 | 622 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.03 | 0.02 | 0.08 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 15.76 | 17.07 | 10.36 | 17.12 | 0.00 | 10.45 | 8.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | C | B | C | | B | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.16 | 0.16 | 0.16 | 0.26 | 0.00 | 0.11 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.02 | 4.04 | 4.04 | 6.52 | 0.00 | 2.72 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.03 | | | 13.92 | | | 0.05 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.04 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report

Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.393 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 300 | 0 | 0 | 375 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 156 | 87 | 78 | 182 | 98 | 101 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 156 | 87 | 378 | 182 | 98 | 476 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 22 | 95 | 46 | 25 | 119 |
| Total Analysis Volume [veh/h] | 156 | 87 | 378 | 182 | 98 | 476 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.39 | 0.13 | 0.00 | 0.00 | 0.10 | 0.00 |
| d_M, Delay for Movement [s/veh] | 19.85 | 11.19 | 0.00 | 0.00 | 8.94 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 1.83 | 0.45 | 0.00 | 0.00 | 0.32 | 0.00 |
| 95th-Percentile Queue Length [ft] | 45.85 | 11.15 | 0.00 | 0.00 | 8.03 | 0.00 |
| d_A, Approach Delay [s/veh] | 16.75 | | 0.00 | | 1.53 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.59 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 61 | 0 | 70 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.237 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 61 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 9.61 | 9.41 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.93 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 23.14 | 23.14 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.61 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 9.61 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM E.vistro

Scenario 2 Existing Plus Project

Report File: \...\PM EP.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.678 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.702 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 41.444 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.555 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.661 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.495 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.463 | 11.9 | B |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.018 | 9.8 | A |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.019 | 7.5 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.075 | 10.9 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 12.5 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.046 | 12.7 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.005 | 8.0 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.007 | 13.1 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.087 | 11.6 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.4 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.079 | 8.8 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.678 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 25 | 1282 | 315 | 363 | 1614 | 34 | 38 | 244 | 109 | 249 | 109 | 312 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 19 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 25 | 1301 | 315 | 363 | 1627 | 34 | 38 | 245 | 109 | 249 | 111 | 312 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 325 | 79 | 91 | 407 | 9 | 10 | 61 | 27 | 62 | 28 | 78 |
| Total Analysis Volume [veh/h] | 25 | 1301 | 315 | 363 | 1627 | 34 | 38 | 245 | 109 | 249 | 111 | 312 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.20 | 0.11 | 0.51 | 0.02 | 0.02 | 0.08 | 0.07 | 0.08 | 0.03 | 0.20 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.678 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.702 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1458 | 106 | 113 | 1963 | 2 | 10 | 20 | 12 | 91 | 2 | 91 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1458 | 110 | 126 | 1963 | 2 | 10 | 20 | 12 | 97 | 2 | 110 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 365 | 28 | 32 | 491 | 1 | 3 | 5 | 3 | 24 | 1 | 28 |
| Total Analysis Volume [veh/h] | 3 | 1458 | 110 | 126 | 1963 | 2 | 10 | 20 | 12 | 97 | 2 | 110 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.46 | 0.07 | 0.08 | 0.61 | 0.00 | 0.01 | 0.03 | 0.03 | 0.06 | 0.07 | 0.07 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.702 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 41.444 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌ | | | ⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 2 | 1659 | 48 | 52 | 1964 | 1 | 2 | 3 | 38 | 5 | 0 | 50 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 32 | 0 | 6 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 2 | 1663 | 80 | 52 | 1970 | 1 | 2 | 3 | 38 | 47 | 0 | 50 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 416 | 20 | 13 | 493 | 0 | 1 | 1 | 10 | 12 | 0 | 13 |
| Total Analysis Volume [veh/h] | 2 | 1663 | 80 | 52 | 1970 | 1 | 2 | 3 | 38 | 47 | 0 | 50 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|--------|---------|--------|---------|---------|-------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.15 | 0.02 | 0.00 | 0.39 | 0.94 | 0.15 | 41.44 | 0.00 | 0.16 |
| d_M, Delay for Movement [s/veh] | 17.48 | 0.00 | 0.00 | 16.81 | 0.00 | 0.00 | 937.02 | 1379.10 | 260.88 | 10000.0 | 1007.93 | 18.70 |
| Movement LOS | C | A | A | C | A | A | F | F | F | F | F | C |
| 95th-Percentile Queue Length [veh] | 0.02 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.69 | 4.16 | 4.16 | 7.95 | 0.56 | 0.56 |
| 95th-Percentile Queue Length [ft] | 0.52 | 0.00 | 0.00 | 12.64 | 0.00 | 0.00 | 17.25 | 103.90 | 103.90 | 198.75 | 14.04 | 14.04 |
| d_A, Approach Delay [s/veh] | 0.02 | | | 0.43 | | | 370.34 | | | 4855.00 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 124.81 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.555 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 89 | 1349 | 135 | 311 | 1585 | 56 | 73 | 229 | 84 | 225 | 138 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 21 | 0 | 13 | 29 | 6 | 5 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 89 | 1370 | 135 | 324 | 1614 | 62 | 78 | 229 | 84 | 225 | 138 | 252 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 22 | 343 | 34 | 81 | 404 | 16 | 20 | 57 | 21 | 56 | 35 | 63 |
| Total Analysis Volume [veh/h] | 89 | 1370 | 135 | 324 | 1614 | 62 | 78 | 229 | 84 | 225 | 138 | 252 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.29 | 0.08 | 0.10 | 0.35 | 0.35 | 0.05 | 0.10 | 0.10 | 0.07 | 0.04 | 0.16 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.555 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.661 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 78 | 1106 | 105 | 234 | 1352 | 152 | 162 | 295 | 159 | 147 | 169 | 230 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 78 | 1116 | 105 | 247 | 1366 | 154 | 163 | 295 | 159 | 147 | 169 | 240 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 279 | 26 | 62 | 342 | 39 | 41 | 74 | 40 | 37 | 42 | 60 |
| Total Analysis Volume [veh/h] | 78 | 1116 | 105 | 247 | 1366 | 154 | 163 | 295 | 159 | 147 | 169 | 240 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.25 | 0.25 | 0.15 | 0.28 | 0.10 | 0.10 | 0.09 | 0.10 | 0.09 | 0.05 | 0.15 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.661 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.495 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 49 | 77 | 183 | 128 | 67 | 27 | 13 | 577 | 12 | 175 | 689 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 10 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 58 | 86 | 193 | 128 | 74 | 27 | 13 | 577 | 19 | 182 | 689 | 143 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 22 | 48 | 32 | 19 | 7 | 3 | 144 | 5 | 46 | 172 | 36 |
| Total Analysis Volume [veh/h] | 58 | 86 | 193 | 128 | 74 | 27 | 13 | 577 | 19 | 182 | 689 | 143 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.05 | 0.12 | 0.08 | 0.05 | 0.02 | 0.01 | 0.18 | 0.01 | 0.11 | 0.22 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.495 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.463 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⊕ | | | ⊕r | | | ⊕ | | | ⊕r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 4 | 59 | 12 | 81 | 42 | 37 | 54 | 200 | 6 | 4 | 123 | 115 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 2 | 5 | 25 | 19 | 8 | 0 | 0 | 11 | 7 | 50 | 24 | 30 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 64 | 37 | 100 | 50 | 37 | 54 | 211 | 13 | 54 | 147 | 145 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 16 | 9 | 25 | 13 | 9 | 14 | 53 | 3 | 14 | 37 | 36 |
| Total Analysis Volume [veh/h] | 6 | 64 | 37 | 100 | 50 | 37 | 54 | 211 | 13 | 54 | 147 | 145 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 560 | 531 | 628 | 601 | 597 | 694 |
| Degree of Utilization, x | 0.19 | 0.28 | 0.06 | 0.46 | 0.34 | 0.21 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 0.70 | 1.15 | 0.19 | 2.44 | 1.48 | 0.78 |
| 95th-Percentile Queue Length [ft] | 17.49 | 28.80 | 4.68 | 60.88 | 37.01 | 19.61 |
| Approach Delay [s/veh] | 10.94 | 11.46 | | 14.04 | 10.72 | |
| Approach LOS | B | B | | B | B | |
| Intersection Delay [s/veh] | 11.90 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 75 | 0 | 0 | 52 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 25 | 6 | 3 | 62 | 14 | 7 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 6 | 3 | 114 | 14 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 2 | 1 | 29 | 4 | 2 |
| Total Analysis Volume [veh/h] | 100 | 6 | 3 | 114 | 14 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.43 | 0.00 | 9.83 | 8.90 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.01 | 0.00 | 0.08 | 0.08 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.15 | 0.00 | 1.98 | 1.98 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.19 | | 9.52 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.91 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 75 | 0 | 0 | 52 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 31 | 4 | 28 | 48 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 106 | 4 | 28 | 100 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 1 | 7 | 25 | 0 | 0 |
| Total Analysis Volume [veh/h] | 106 | 4 | 28 | 100 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.48 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.45 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.64 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.88 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.075 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 45 | 7 | 28 | 87 | 50 | 44 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 42 | 32 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 49 | 60 | 87 | 50 | 47 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 12 | 15 | 22 | 13 | 12 |
| Total Analysis Volume [veh/h] | 51 | 49 | 60 | 87 | 50 | 47 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.08 | 0.05 | 0.04 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.94 | 9.28 | 7.51 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.43 | 0.43 | 0.33 | 0.33 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 10.63 | 10.63 | 8.15 | 8.15 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.12 | | 3.06 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.014 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 7 | 5 | 52 | 3 | 2 | 97 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 5 | 342 | 3 | 2 | 339 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 86 | 1 | 1 | 85 |
| Total Analysis Volume [veh/h] | 7 | 5 | 342 | 3 | 2 | 339 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.52 | 9.41 | 0.00 | 0.00 | 7.98 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.55 | 1.55 | 0.00 | 0.00 | 0.12 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.22 | | 0.00 | | 0.05 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.22 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.046 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 57 | 0 | 0 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 347 | 0 | 0 | 318 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 87 | 0 | 0 | 80 |
| Total Analysis Volume [veh/h] | 23 | 14 | 347 | 0 | 0 | 318 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.67 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 5.03 | 5.03 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.55 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.61 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.005 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|--|--------|---|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 67 | 4 | 6 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 357 | 4 | 6 | 318 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 89 | 1 | 2 | 80 |
| Total Analysis Volume [veh/h] | 0 | 0 | 357 | 4 | 6 | 318 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.03 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.15 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.07 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 9 | 0 | 9 | 14 | 276 | 0 | 0 | 237 | 14 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 67 | 0 | 0 | 74 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 9 | 0 | 11 | 14 | 343 | 0 | 0 | 311 | 14 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 2 | 0 | 3 | 4 | 86 | 0 | 0 | 78 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 9 | 0 | 11 | 14 | 343 | 0 | 0 | 311 | 14 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.28 | 13.13 | 9.34 | 12.04 | 0.00 | 9.23 | 7.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.03 | 0.03 | 0.05 | 0.00 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.91 | 0.87 | 0.87 | 1.32 | 0.00 | 0.97 | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.57 | | | 10.49 | | | 0.31 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.66 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.087 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 276 | 0 | 0 | 251 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 52 | 29 | 23 | 48 | 25 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 52 | 29 | 299 | 48 | 25 | 273 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 7 | 75 | 12 | 6 | 68 |
| Total Analysis Volume [veh/h] | 52 | 29 | 299 | 48 | 25 | 273 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.04 | 0.00 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.57 | 10.06 | 0.00 | 0.00 | 8.03 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.28 | 0.12 | 0.00 | 0.00 | 0.06 | 0.00 |
| 95th-Percentile Queue Length [ft] | 7.09 | 3.05 | 0.00 | 0.00 | 1.58 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.03 | | 0.00 | | 0.67 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.51 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 20 | 0 | 18 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.079 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 20 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.82 | 8.62 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 6.43 | 6.43 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.82 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.82 | | | | | |
| Intersection LOS | A | | | | | |

Existing Plus Project – With Improvements

Doris Patterson Educational Facilities

Vistro File: \...\AM E.vistro
Report File: \...\AM EP I.pdf

Scenario 3 Existing Plus Project
10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Right | 0.767 | - | C |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.619 | - | B |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | NB Thru | 0.566 | - | A |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.719 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Right | 0.721 | - | C |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.718 | - | C |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | WB Thru | 0.616 | - | B |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.020 | 14.1 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.097 | 8.0 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.179 | 14.4 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 17.8 | C |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.226 | 20.1 | C |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.030 | 8.7 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.081 | 17.1 | C |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.393 | 19.8 | C |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.8 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.237 | 9.6 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.767 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 39 | 1513 | 479 | 167 | 893 | 23 | 30 | 68 | 10 | 328 | 242 | 594 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 45 | 0 | 0 | 60 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 39 | 1558 | 479 | 167 | 953 | 23 | 30 | 71 | 10 | 328 | 243 | 594 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 390 | 120 | 42 | 238 | 6 | 8 | 18 | 3 | 82 | 61 | 149 |
| Total Analysis Volume [veh/h] | 39 | 1558 | 479 | 167 | 953 | 23 | 30 | 71 | 10 | 328 | 243 | 594 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.32 | 0.30 | 0.05 | 0.30 | 0.01 | 0.02 | 0.02 | 0.01 | 0.10 | 0.08 | 0.37 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.767 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.619 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵ ↑ ↑ | | | ↵ ↑ ↑ | | | ⊕ | | | ↵ ↑ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1934 | 91 | 41 | 1130 | 7 | 4 | 2 | 0 | 110 | 0 | 158 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 60 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1934 | 111 | 101 | 1130 | 7 | 4 | 2 | 0 | 128 | 0 | 203 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 484 | 28 | 25 | 283 | 2 | 1 | 1 | 0 | 32 | 0 | 51 |
| Total Analysis Volume [veh/h] | 3 | 1934 | 111 | 101 | 1130 | 7 | 4 | 2 | 0 | 128 | 0 | 203 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.43 | 0.43 | 0.06 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.619 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.566 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 2104 | 47 | 31 | 1218 | 1 | 0 | 0 | 3 | 7 | 1 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 126 | 0 | 18 | 0 | 0 | 0 | 0 | 99 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 2124 | 173 | 31 | 1236 | 1 | 0 | 0 | 3 | 106 | 1 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 531 | 43 | 8 | 309 | 0 | 0 | 0 | 1 | 27 | 0 | 14 |
| Total Analysis Volume [veh/h] | 4 | 2124 | 173 | 31 | 1236 | 1 | 0 | 0 | 3 | 106 | 1 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.48 | 0.48 | 0.02 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.07 | 0.04 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.566 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.719 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 79 | 1559 | 138 | 202 | 989 | 32 | 60 | 104 | 8 | 114 | 146 | 365 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 88 | 0 | 34 | 70 | 13 | 17 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 79 | 1647 | 138 | 236 | 1059 | 45 | 77 | 104 | 8 | 114 | 146 | 406 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 412 | 35 | 59 | 265 | 11 | 19 | 26 | 2 | 29 | 37 | 102 |
| Total Analysis Volume [veh/h] | 79 | 1647 | 138 | 236 | 1059 | 45 | 77 | 104 | 8 | 114 | 146 | 406 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.34 | 0.09 | 0.07 | 0.23 | 0.23 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.25 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.719 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.721 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1172 | 71 | 129 | 822 | 68 | 144 | 141 | 51 | 89 | 208 | 373 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 44 | 0 | 34 | 35 | 1 | 3 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1216 | 71 | 163 | 857 | 69 | 147 | 141 | 51 | 89 | 208 | 414 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 304 | 18 | 41 | 214 | 17 | 37 | 35 | 13 | 22 | 52 | 104 |
| Total Analysis Volume [veh/h] | 76 | 1216 | 71 | 163 | 857 | 69 | 147 | 141 | 51 | 89 | 208 | 414 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.10 | 0.18 | 0.04 | 0.09 | 0.04 | 0.03 | 0.06 | 0.07 | 0.26 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.721 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.718 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↔↔↔ | | | ↔↔↔ | | | ↔↔↔ | | | ↔↔↔ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 189 | 135 | 240 | 242 | 133 | 40 | 10 | 983 | 73 | 123 | 528 | 248 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 22 | 22 | 23 | 0 | 27 | 0 | 0 | 0 | 27 | 30 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 211 | 157 | 263 | 242 | 160 | 40 | 10 | 983 | 100 | 153 | 528 | 248 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 53 | 39 | 66 | 61 | 40 | 10 | 3 | 246 | 25 | 38 | 132 | 62 |
| Total Analysis Volume [veh/h] | 211 | 157 | 263 | 242 | 160 | 40 | 10 | 983 | 100 | 153 | 528 | 248 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.13 | 0.10 | 0.16 | 0.15 | 0.10 | 0.03 | 0.01 | 0.31 | 0.06 | 0.10 | 0.17 | 0.16 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.718 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.616 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 85 | 8 | 229 | 84 | 73 | 60 | 72 | 3 | 1 | 192 | 169 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 1 | 3 | 98 | 69 | 39 | 0 | 0 | 47 | 33 | 171 | 62 | 85 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 88 | 106 | 298 | 123 | 73 | 60 | 119 | 36 | 172 | 254 | 254 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 22 | 27 | 75 | 31 | 18 | 15 | 30 | 9 | 43 | 64 | 64 |
| Total Analysis Volume [veh/h] | 7 | 88 | 106 | 298 | 123 | 73 | 60 | 119 | 36 | 172 | 254 | 254 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.13 | 0.13 | 0.19 | 0.26 | 0.05 | 0.04 | 0.13 | 0.13 | 0.11 | 0.27 | 0.16 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.616 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 99 | 0 | 0 | 233 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 98 | 24 | 12 | 231 | 8 | 4 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 197 | 24 | 12 | 464 | 8 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 49 | 6 | 3 | 116 | 2 | 1 |
| Total Analysis Volume [veh/h] | 197 | 24 | 12 | 464 | 8 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.69 | 0.00 | 14.11 | 9.52 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.08 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.67 | 0.00 | 1.89 | 1.89 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.19 | | 12.58 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.34 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.097 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 99 | 0 | 0 | 233 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 122 | 20 | 129 | 110 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 221 | 20 | 129 | 343 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 55 | 5 | 32 | 86 | 0 | 0 |
| Total Analysis Volume [veh/h] | 221 | 20 | 129 | 343 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.01 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 8.07 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.19 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.45 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.179 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 78 | 3 | 29 | 48 | 60 | 72 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 11 | 99 | 126 | 0 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 89 | 102 | 155 | 48 | 60 | 88 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 22 | 26 | 39 | 12 | 15 | 22 |
| Total Analysis Volume [veh/h] | 89 | 102 | 155 | 48 | 60 | 88 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|------|
| V/C, Movement V/C Ratio | 0.18 | 0.11 | 0.11 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.42 | 10.95 | 7.82 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 1.18 | 1.18 | 0.49 | 0.49 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 29.56 | 29.56 | 12.33 | 12.33 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.56 | | 5.97 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 6.66 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.014 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 4 | 5 | 202 | 12 | 12 | 314 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 505 | 12 | 12 | 676 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 126 | 3 | 3 | 169 |
| Total Analysis Volume [veh/h] | 4 | 5 | 505 | 12 | 12 | 676 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 17.76 | 10.04 | 0.00 | 0.00 | 8.48 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.06 | 0.00 | 0.00 | 0.03 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.59 | 1.59 | 0.00 | 0.00 | 0.87 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.47 | | 0.00 | | 0.15 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.18 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 20.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.226 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 207 | 0 | 0 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 510 | 0 | 0 | 617 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 128 | 0 | 0 | 154 |
| Total Analysis Volume [veh/h] | 71 | 57 | 510 | 0 | 0 | 617 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.23 | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 20.13 | 13.49 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 1.26 | 1.26 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 31.50 | 31.50 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.18 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.75 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.030 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 303 | 0 | 0 | 362 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 244 | 20 | 30 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 547 | 20 | 30 | 617 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 137 | 5 | 8 | 154 |
| Total Analysis Volume [veh/h] | 0 | 0 | 547 | 20 | 30 | 617 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.71 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 2.32 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.40 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.22 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.081 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 26 | 0 | 14 | 3 | 300 | 0 | 0 | 365 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 244 | 0 | 0 | 257 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 26 | 0 | 24 | 3 | 544 | 0 | 0 | 622 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 136 | 0 | 0 | 156 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 26 | 0 | 24 | 3 | 544 | 0 | 0 | 622 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.03 | 0.02 | 0.08 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 15.76 | 17.07 | 10.36 | 17.12 | 0.00 | 10.45 | 8.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | C | B | C | | B | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.16 | 0.16 | 0.16 | 0.26 | 0.00 | 0.11 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.02 | 4.04 | 4.04 | 6.52 | 0.00 | 2.72 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.03 | | | 13.92 | | | 0.05 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.04 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report

Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.393 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 300 | 0 | 0 | 375 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 156 | 87 | 78 | 182 | 98 | 101 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 156 | 87 | 378 | 182 | 98 | 476 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 22 | 95 | 46 | 25 | 119 |
| Total Analysis Volume [veh/h] | 156 | 87 | 378 | 182 | 98 | 476 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.39 | 0.13 | 0.00 | 0.00 | 0.10 | 0.00 |
| d_M, Delay for Movement [s/veh] | 19.85 | 11.19 | 0.00 | 0.00 | 8.94 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 1.83 | 0.45 | 0.00 | 0.00 | 0.32 | 0.00 |
| 95th-Percentile Queue Length [ft] | 45.85 | 11.15 | 0.00 | 0.00 | 8.03 | 0.00 |
| d_A, Approach Delay [s/veh] | 16.75 | | 0.00 | | 1.53 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.59 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 61 | 0 | 70 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.237 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 61 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 9.61 | 9.41 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.93 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 23.14 | 23.14 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.61 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 9.61 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

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Report File: \...\PM EP I.pdf

Scenario 3 Existing Plus Project
10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.678 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.498 | - | A |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | SB Thru | 0.467 | - | A |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.555 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.661 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.495 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | EB Thru | 0.337 | - | A |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.018 | 9.8 | A |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.019 | 7.5 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.075 | 10.9 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.014 | 12.5 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.046 | 12.7 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.005 | 8.0 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.007 | 13.1 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.087 | 11.6 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.4 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.079 | 8.8 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.678 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 25 | 1282 | 315 | 363 | 1614 | 34 | 38 | 244 | 109 | 249 | 109 | 312 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 19 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 25 | 1301 | 315 | 363 | 1627 | 34 | 38 | 245 | 109 | 249 | 111 | 312 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 325 | 79 | 91 | 407 | 9 | 10 | 61 | 27 | 62 | 28 | 78 |
| Total Analysis Volume [veh/h] | 25 | 1301 | 315 | 363 | 1627 | 34 | 38 | 245 | 109 | 249 | 111 | 312 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.20 | 0.11 | 0.51 | 0.02 | 0.02 | 0.08 | 0.07 | 0.08 | 0.03 | 0.20 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.678 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.498 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵ ↑ ↵ | | | ↵ ↑ ↵ | | | ⊕ | | | ↵ ↑ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1458 | 106 | 113 | 1963 | 2 | 10 | 20 | 12 | 91 | 2 | 91 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1458 | 110 | 126 | 1963 | 2 | 10 | 20 | 12 | 97 | 2 | 110 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 365 | 28 | 32 | 491 | 1 | 3 | 5 | 3 | 24 | 1 | 28 |
| Total Analysis Volume [veh/h] | 3 | 1458 | 110 | 126 | 1963 | 2 | 10 | 20 | 12 | 97 | 2 | 110 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.33 | 0.33 | 0.08 | 0.41 | 0.41 | 0.01 | 0.03 | 0.03 | 0.06 | 0.07 | 0.07 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.498 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.467 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐ ⇐ | | | ⇐ ⇐ | | | ⇐ ⇐ | | | ⇐ ⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 2 | 1659 | 48 | 52 | 1964 | 1 | 2 | 3 | 38 | 5 | 0 | 50 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 32 | 0 | 6 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 2 | 1663 | 80 | 52 | 1970 | 1 | 2 | 3 | 38 | 47 | 0 | 50 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 416 | 20 | 13 | 493 | 0 | 1 | 1 | 10 | 12 | 0 | 13 |
| Total Analysis Volume [veh/h] | 2 | 1663 | 80 | 52 | 1970 | 1 | 2 | 3 | 38 | 47 | 0 | 50 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.36 | 0.36 | 0.03 | 0.41 | 0.41 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.03 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.467 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.555 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 89 | 1349 | 135 | 311 | 1585 | 56 | 73 | 229 | 84 | 225 | 138 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 21 | 0 | 13 | 29 | 6 | 5 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 89 | 1370 | 135 | 324 | 1614 | 62 | 78 | 229 | 84 | 225 | 138 | 252 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 22 | 343 | 34 | 81 | 404 | 16 | 20 | 57 | 21 | 56 | 35 | 63 |
| Total Analysis Volume [veh/h] | 89 | 1370 | 135 | 324 | 1614 | 62 | 78 | 229 | 84 | 225 | 138 | 252 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.29 | 0.08 | 0.10 | 0.35 | 0.35 | 0.05 | 0.10 | 0.10 | 0.07 | 0.04 | 0.16 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.555 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.661 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 78 | 1106 | 105 | 234 | 1352 | 152 | 162 | 295 | 159 | 147 | 169 | 230 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 78 | 1116 | 105 | 247 | 1366 | 154 | 163 | 295 | 159 | 147 | 169 | 240 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 279 | 26 | 62 | 342 | 39 | 41 | 74 | 40 | 37 | 42 | 60 |
| Total Analysis Volume [veh/h] | 78 | 1116 | 105 | 247 | 1366 | 154 | 163 | 295 | 159 | 147 | 169 | 240 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.25 | 0.25 | 0.15 | 0.28 | 0.10 | 0.10 | 0.09 | 0.10 | 0.09 | 0.05 | 0.15 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.661 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.495 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 49 | 77 | 183 | 128 | 67 | 27 | 13 | 577 | 12 | 175 | 689 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 10 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 58 | 86 | 193 | 128 | 74 | 27 | 13 | 577 | 19 | 182 | 689 | 143 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 22 | 48 | 32 | 19 | 7 | 3 | 144 | 5 | 46 | 172 | 36 |
| Total Analysis Volume [veh/h] | 58 | 86 | 193 | 128 | 74 | 27 | 13 | 577 | 19 | 182 | 689 | 143 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.05 | 0.12 | 0.08 | 0.05 | 0.02 | 0.01 | 0.18 | 0.01 | 0.11 | 0.22 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.495 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.337 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 4 | 59 | 12 | 81 | 42 | 37 | 54 | 200 | 6 | 4 | 123 | 115 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 2 | 5 | 25 | 19 | 8 | 0 | 0 | 11 | 7 | 50 | 24 | 30 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 64 | 37 | 100 | 50 | 37 | 54 | 211 | 13 | 54 | 147 | 145 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 16 | 9 | 25 | 13 | 9 | 14 | 53 | 3 | 14 | 37 | 36 |
| Total Analysis Volume [veh/h] | 6 | 64 | 37 | 100 | 50 | 37 | 54 | 211 | 13 | 54 | 147 | 145 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.07 | 0.07 | 0.06 | 0.09 | 0.02 | 0.03 | 0.17 | 0.17 | 0.03 | 0.13 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.337 | | | | | | | | | | | |

Intersection Level Of Service Report

Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 75 | 0 | 0 | 52 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 25 | 6 | 3 | 62 | 14 | 7 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 6 | 3 | 114 | 14 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 2 | 1 | 29 | 4 | 2 |
| Total Analysis Volume [veh/h] | 100 | 6 | 3 | 114 | 14 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.43 | 0.00 | 9.83 | 8.90 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.01 | 0.00 | 0.08 | 0.08 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.15 | 0.00 | 1.98 | 1.98 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.19 | | 9.52 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.91 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ┆ | | ┆ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 75 | 0 | 0 | 52 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 31 | 4 | 28 | 48 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 106 | 4 | 28 | 100 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 1 | 7 | 25 | 0 | 0 |
| Total Analysis Volume [veh/h] | 106 | 4 | 28 | 100 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.48 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.45 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.64 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.88 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.075 |

Intersection Setup

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Teal Club Rd | | Teal Club Rd | |
|---|--------------|--------|--------------|--------|--------------|--------|
| Base Volume Input [veh/h] | 45 | 7 | 28 | 87 | 50 | 44 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 42 | 32 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 49 | 60 | 87 | 50 | 47 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 12 | 15 | 22 | 13 | 12 |
| Total Analysis Volume [veh/h] | 51 | 49 | 60 | 87 | 50 | 47 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.08 | 0.05 | 0.04 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.94 | 9.28 | 7.51 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.43 | 0.43 | 0.33 | 0.33 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 10.63 | 10.63 | 8.15 | 8.15 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.12 | | 3.06 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.014 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 7 | 5 | 52 | 3 | 2 | 97 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 5 | 342 | 3 | 2 | 339 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 86 | 1 | 1 | 85 |
| Total Analysis Volume [veh/h] | 7 | 5 | 342 | 3 | 2 | 339 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.52 | 9.41 | 0.00 | 0.00 | 7.98 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.55 | 1.55 | 0.00 | 0.00 | 0.12 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.22 | | 0.00 | | 0.05 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.22 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.046 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 57 | 0 | 0 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 347 | 0 | 0 | 318 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 87 | 0 | 0 | 80 |
| Total Analysis Volume [veh/h] | 23 | 14 | 347 | 0 | 0 | 318 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.67 | 9.70 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.20 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 5.03 | 5.03 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.55 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.61 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.005 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 290 | 0 | 0 | 242 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 67 | 4 | 6 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 357 | 4 | 6 | 318 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 89 | 1 | 2 | 80 |
| Total Analysis Volume [veh/h] | 0 | 0 | 357 | 4 | 6 | 318 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.03 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.15 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.07 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 9 | 0 | 9 | 14 | 276 | 0 | 0 | 237 | 14 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 67 | 0 | 0 | 74 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 9 | 0 | 11 | 14 | 343 | 0 | 0 | 311 | 14 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 2 | 0 | 3 | 4 | 86 | 0 | 0 | 78 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 9 | 0 | 11 | 14 | 343 | 0 | 0 | 311 | 14 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.28 | 13.13 | 9.34 | 12.04 | 0.00 | 9.23 | 7.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.03 | 0.03 | 0.05 | 0.00 | 0.04 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.91 | 0.87 | 0.87 | 1.32 | 0.00 | 0.97 | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.57 | | | 10.49 | | | 0.31 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.66 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.087 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 276 | 0 | 0 | 251 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 52 | 29 | 23 | 48 | 25 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 52 | 29 | 299 | 48 | 25 | 273 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 7 | 75 | 12 | 6 | 68 |
| Total Analysis Volume [veh/h] | 52 | 29 | 299 | 48 | 25 | 273 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.04 | 0.00 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.57 | 10.06 | 0.00 | 0.00 | 8.03 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.28 | 0.12 | 0.00 | 0.00 | 0.06 | 0.00 |
| 95th-Percentile Queue Length [ft] | 7.09 | 3.05 | 0.00 | 0.00 | 1.58 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.03 | | 0.00 | | 0.67 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.51 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 20 | 0 | 18 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.079 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 20 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.82 | 8.62 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 6.43 | 6.43 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.82 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.82 | | | | | |
| Intersection LOS | A | | | | | |

Opening Year (2020) Without Project

Doris Patterson Educational Facilities

Vistro File: \...\AM 2020.vistro

Scenario 1 Opening Year (2020) Without Project

Report File: \...\AM 2020.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.830 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.888 | - | D |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.738 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.658 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.524 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | SB Left | 0.511 | 14.4 | B |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.018 | 12.5 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.070 | 14.3 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.830 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 432 | 176 | 43 | 263 | 4 | 8 | 29 | 7 | 98 | 36 | 127 |
| Total Analysis Volume [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.36 | 0.44 | 0.05 | 0.33 | 0.01 | 0.02 | 0.04 | 0.02 | 0.12 | 0.04 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.830 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.888 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 547 | 17 | 27 | 325 | 2 | 2 | 1 | 2 | 19 | 1 | 53 |
| Total Analysis Volume [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 105 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.68 | 0.04 | 0.07 | 0.41 | 0.00 | 0.00 | 0.01 | 0.01 | 0.05 | 0.13 | 0.13 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.888 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 561 | 12 | 6 | 341 | 2 | 2 | 1 | 2 | 13 | 2 | 17 |
| Total Analysis Volume [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|--------|---------|---------|--------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.11 | 0.01 | 0.00 | 0.00 | 1.28 | 0.02 | 0.00 | 1.44 | 0.33 |
| d_M, Delay for Movement [s/veh] | 12.35 | 0.00 | 0.00 | 23.48 | 0.00 | 0.00 | 10000.0 | 1491.52 | 580.71 | 10000.0 | 1356.87 | 511.99 |
| Movement LOS | B | A | A | C | A | A | F | F | F | F | F | F |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 1.92 | 2.19 | 2.19 | 8.73 | 7.51 | 7.51 |
| 95th-Percentile Queue Length [ft] | 1.07 | 0.00 | 0.00 | 8.74 | 0.00 | 0.00 | 48.03 | 54.82 | 54.82 | 218.32 | 187.63 | 187.63 |
| d_A, Approach Delay [s/veh] | 0.04 | | | 0.39 | | | 4173.05 | | | 4531.72 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 165.41 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.738 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 419 | 32 | 59 | 289 | 6 | 16 | 22 | 2 | 28 | 29 | 110 |
| Total Analysis Volume [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.35 | 0.08 | 0.07 | 0.25 | 0.25 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.28 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.738 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.658 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 308 | 14 | 31 | 229 | 34 | 36 | 28 | 15 | 19 | 41 | 89 |
| Total Analysis Volume [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.08 | 0.09 | 0.04 | 0.04 | 0.05 | 0.05 | 0.22 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.658 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.524 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 43 | 15 | 5 | 44 | 21 | 46 | 30 | 157 | 57 | 4 | 184 | 14 |
| Total Analysis Volume [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.11 | 0.04 | 0.01 | 0.11 | 0.05 | 0.11 | 0.07 | 0.20 | 0.14 | 0.01 | 0.23 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.524 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.511 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 26 | 2 | 36 | 29 | 17 | 7 | 33 | 7 | 9 | 56 | 36 |
| Total Analysis Volume [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 508 | 511 | 595 | 515 | 534 | 604 |
| Degree of Utilization, x | 0.38 | 0.51 | 0.11 | 0.36 | 0.48 | 0.24 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 1.75 | 2.87 | 0.38 | 1.64 | 2.61 | 0.92 |
| 95th-Percentile Queue Length [ft] | 43.69 | 71.73 | 9.47 | 41.06 | 65.18 | 22.90 |
| Approach Delay [s/veh] | 14.34 | 15.37 | | 13.91 | 13.77 | |
| Approach LOS | B | C | | B | B | |
| Intersection Delay [s/veh] | 14.37 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 1 | 3 | 40 | 3 | 17 | 11 | 10 | 1 | 1 | 11 | 12 |
| Total Analysis Volume [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.22 | 0.02 | 0.07 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.85 | 10.73 | 8.67 | 12.10 | 12.45 | 10.67 | 7.47 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.11 | 0.11 | 0.11 | 1.31 | 1.31 | 1.31 | 0.18 | 0.18 | 0.18 | 0.20 | 0.20 | 0.20 |
| 95th-Percentile Queue Length [ft] | 2.85 | 2.85 | 2.85 | 32.70 | 32.70 | 32.70 | 4.60 | 4.60 | 4.60 | 4.89 | 4.89 | 4.89 |
| d_A, Approach Delay [s/veh] | 9.90 | | | 11.71 | | | 3.78 | | | 0.30 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 7.62 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.070 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 4 | 1 | 72 | 97 | 3 |
| Total Analysis Volume [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.29 | 10.57 | 8.11 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.22 | 0.07 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 5.59 | 1.74 | 0.19 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.02 | | 0.08 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.82 | | | | | |
| Intersection LOS | B | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2020.vistro

Scenario 1 Opening Year (2020) Without Project

Report File: \...\PM 2020.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.820 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.785 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 29.233 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.583 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.624 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.484 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.517 | 12.1 | B |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.008 | 13.0 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.022 | 13.1 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.820 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 368 | 94 | 100 | 504 | 5 | 10 | 44 | 20 | 85 | 33 | 84 |
| Total Analysis Volume [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.31 | 0.23 | 0.13 | 0.63 | 0.01 | 0.02 | 0.06 | 0.05 | 0.11 | 0.04 | 0.21 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.820 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.785 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 436 | 36 | 55 | 547 | 2 | 4 | 4 | 4 | 28 | 0 | 33 |
| Total Analysis Volume [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.54 | 0.09 | 0.14 | 0.68 | 0.00 | 0.01 | 0.03 | 0.03 | 0.07 | 0.08 | 0.08 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.785 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 29.233 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 455 | 17 | 14 | 581 | 1 | 0 | 0 | 1 | 12 | 0 | 13 |
| Total Analysis Volume [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|--------|---------|---------|-------|
| V/C, Movement V/C Ratio | 0.03 | 0.02 | 0.00 | 0.17 | 0.02 | 0.00 | 0.47 | 0.75 | 0.02 | 29.23 | 0.00 | 0.18 |
| d_M, Delay for Movement [s/veh] | 22.70 | 0.00 | 0.00 | 18.88 | 0.00 | 0.00 | 2177.44 | 3094.86 | 414.52 | 10000.0 | 2449.54 | 20.90 |
| Movement LOS | C | A | A | C | A | A | F | F | F | F | F | C |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.55 | 1.28 | 1.28 | 7.90 | 0.66 | 0.66 |
| 95th-Percentile Queue Length [ft] | 2.57 | 0.00 | 0.00 | 15.35 | 0.00 | 0.00 | 13.64 | 31.99 | 31.99 | 197.60 | 16.54 | 16.54 |
| d_A, Approach Delay [s/veh] | 0.08 | | | 0.43 | | | 1155.06 | | | 4806.80 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 109.43 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.583 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 319 | 32 | 84 | 455 | 16 | 13 | 37 | 14 | 49 | 22 | 72 |
| Total Analysis Volume [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 100 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.08 | 0.10 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.06 | 0.03 | 0.18 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.624 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 266 | 23 | 56 | 386 | 47 | 42 | 59 | 25 | 42 | 40 | 52 |
| Total Analysis Volume [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.24 | 0.24 | 0.14 | 0.32 | 0.12 | 0.10 | 0.07 | 0.06 | 0.10 | 0.05 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.624 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.484 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 23 | 9 | 5 | 9 | 17 | 52 | 40 | 163 | 30 | 3 | 156 | 5 |
| Total Analysis Volume [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.01 | 0.02 | 0.04 | 0.13 | 0.10 | 0.20 | 0.08 | 0.01 | 0.20 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.484 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.517 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 11 | 2 | 10 | 15 | 7 | 8 | 71 | 3 | 5 | 41 | 21 |
| Total Analysis Volume [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 555 | 547 | 634 | 630 | 618 | 711 |
| Degree of Utilization, x | 0.22 | 0.18 | 0.05 | 0.52 | 0.29 | 0.12 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 0.82 | 0.66 | 0.14 | 2.98 | 1.23 | 0.41 |
| 95th-Percentile Queue Length [ft] | 20.38 | 16.38 | 3.59 | 74.53 | 30.64 | 10.14 |
| Approach Delay [s/veh] | 11.26 | 10.26 | | 14.67 | 10.15 | |
| Approach LOS | B | B | | B | B | |
| Intersection Delay [s/veh] | 12.08 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 2 | 2 | 14 | 1 | 12 | 16 | 32 | 1 | 3 | 22 | 7 |
| Total Analysis Volume [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.01 | 0.11 | 0.01 | 0.05 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.33 | 12.20 | 9.11 | 12.77 | 12.96 | 9.82 | 7.55 | 0.00 | 0.00 | 7.50 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.10 | 0.10 | 0.58 | 0.58 | 0.58 | 0.46 | 0.46 | 0.46 | 0.28 | 0.28 | 0.28 |
| 95th-Percentile Queue Length [ft] | 2.49 | 2.49 | 2.49 | 14.40 | 14.40 | 14.40 | 11.38 | 11.38 | 11.38 | 7.05 | 7.05 | 7.05 |
| d_A, Approach Delay [s/veh] | 10.99 | | | 11.51 | | | 2.44 | | | 0.72 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.51 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.022 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 3 | 4 | 79 | 64 | 4 |
| Total Analysis Volume [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.06 | 9.67 | 7.82 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.68 | 0.97 | 0.88 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.36 | | 0.35 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.55 | | | | | |
| Intersection LOS | B | | | | | |

Opening Year (2020) Without Project – With Improvements

Doris Patterson Educational Facilities

Vistro File: \...\AM 2020.vistro
Report File: \...\AM 2020 I.pdf

Scenario 4 Opening Year (2020) Without Project
10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.652 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.675 | - | B |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | NB Thru | 0.764 | - | C |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.738 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.658 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.524 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.393 | - | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.018 | 12.5 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.056 | 12.4 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.652 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 432 | 176 | 43 | 263 | 4 | 8 | 29 | 7 | 98 | 36 | 127 |
| Total Analysis Volume [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.36 | 0.44 | 0.05 | 0.22 | 0.22 | 0.02 | 0.04 | 0.02 | 0.12 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.652 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.675 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 547 | 17 | 27 | 325 | 2 | 2 | 1 | 2 | 19 | 1 | 53 |
| Total Analysis Volume [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.47 | 0.47 | 0.07 | 0.41 | 0.00 | 0.00 | 0.01 | 0.01 | 0.05 | 0.13 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.675 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 561 | 12 | 6 | 341 | 2 | 2 | 1 | 2 | 13 | 2 | 17 |
| Total Analysis Volume [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.70 | 0.03 | 0.01 | 0.43 | 0.00 | 0.00 | 0.01 | 0.01 | 0.03 | 0.05 | 0.05 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.764 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.738 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 419 | 32 | 59 | 289 | 6 | 16 | 22 | 2 | 28 | 29 | 110 |
| Total Analysis Volume [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.35 | 0.08 | 0.07 | 0.25 | 0.25 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.28 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.738 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.658 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 308 | 14 | 31 | 229 | 34 | 36 | 28 | 15 | 19 | 41 | 89 |
| Total Analysis Volume [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.08 | 0.09 | 0.04 | 0.04 | 0.05 | 0.05 | 0.22 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.658 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.524 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 43 | 15 | 5 | 44 | 21 | 46 | 30 | 157 | 57 | 4 | 184 | 14 |
| Total Analysis Volume [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.11 | 0.04 | 0.01 | 0.11 | 0.05 | 0.11 | 0.07 | 0.20 | 0.14 | 0.01 | 0.23 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.524 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.393 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 26 | 2 | 36 | 29 | 17 | 7 | 33 | 7 | 9 | 56 | 36 |
| Total Analysis Volume [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.12 | 0.12 | 0.09 | 0.16 | 0.04 | 0.02 | 0.12 | 0.12 | 0.02 | 0.16 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.393 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 1 | 3 | 40 | 3 | 17 | 11 | 10 | 1 | 1 | 11 | 12 |
| Total Analysis Volume [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.22 | 0.02 | 0.07 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.85 | 10.73 | 8.67 | 12.10 | 12.45 | 10.67 | 7.47 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.11 | 0.11 | 0.11 | 1.31 | 1.31 | 1.31 | 0.18 | 0.18 | 0.18 | 0.20 | 0.20 | 0.20 |
| 95th-Percentile Queue Length [ft] | 2.85 | 2.85 | 2.85 | 32.70 | 32.70 | 32.70 | 4.60 | 4.60 | 4.60 | 4.89 | 4.89 | 4.89 |
| d_A, Approach Delay [s/veh] | 9.90 | | | 11.71 | | | 3.78 | | | 0.30 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 7.62 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.056 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 4 | 1 | 72 | 97 | 3 |
| Total Analysis Volume [veh/h] | 29 | 15 | 3 | 286 | 386 | 12 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.37 | 10.57 | 8.11 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.18 | 0.07 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.44 | 1.74 | 0.19 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.76 | | 0.08 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.74 | | | | | |
| Intersection LOS | B | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2020.vistro
Report File: \...\PM 2020 I.pdf

Scenario 4 Opening Year (2020) Without Project
10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.592 | - | A |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.785 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | SB Thru | 0.763 | - | C |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.583 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.624 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.484 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | EB Thru | 0.321 | - | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.008 | 13.0 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.018 | 11.7 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.592 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 368 | 94 | 100 | 504 | 5 | 10 | 44 | 20 | 85 | 33 | 84 |
| Total Analysis Volume [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.31 | 0.23 | 0.13 | 0.42 | 0.42 | 0.02 | 0.06 | 0.05 | 0.11 | 0.10 | 0.10 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.592 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.785 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 436 | 36 | 55 | 547 | 2 | 4 | 4 | 4 | 28 | 0 | 33 |
| Total Analysis Volume [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.39 | 0.39 | 0.14 | 0.68 | 0.00 | 0.01 | 0.03 | 0.03 | 0.07 | 0.08 | 0.08 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.785 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.763 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 455 | 17 | 14 | 581 | 1 | 0 | 0 | 1 | 12 | 0 | 13 |
| Total Analysis Volume [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.57 | 0.04 | 0.03 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.763 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.583 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 319 | 32 | 84 | 455 | 16 | 13 | 37 | 14 | 49 | 22 | 72 |
| Total Analysis Volume [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 100 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.08 | 0.10 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.06 | 0.03 | 0.18 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.583 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.624 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 266 | 23 | 56 | 386 | 47 | 42 | 59 | 25 | 42 | 40 | 52 |
| Total Analysis Volume [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.24 | 0.24 | 0.14 | 0.32 | 0.12 | 0.10 | 0.07 | 0.06 | 0.10 | 0.05 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.624 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.484 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 23 | 9 | 5 | 9 | 17 | 52 | 40 | 163 | 30 | 3 | 156 | 5 |
| Total Analysis Volume [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.01 | 0.02 | 0.04 | 0.13 | 0.10 | 0.20 | 0.08 | 0.01 | 0.20 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.484 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.321 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 11 | 2 | 10 | 15 | 7 | 8 | 71 | 3 | 5 | 41 | 21 |
| Total Analysis Volume [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.08 | 0.08 | 0.02 | 0.06 | 0.02 | 0.02 | 0.20 | 0.20 | 0.01 | 0.11 | 0.05 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.321 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 2 | 2 | 14 | 1 | 12 | 16 | 32 | 1 | 3 | 22 | 7 |
| Total Analysis Volume [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.01 | 0.11 | 0.01 | 0.05 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.33 | 12.20 | 9.11 | 12.77 | 12.96 | 9.82 | 7.55 | 0.00 | 0.00 | 7.50 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.10 | 0.10 | 0.58 | 0.58 | 0.58 | 0.46 | 0.46 | 0.46 | 0.28 | 0.28 | 0.28 |
| 95th-Percentile Queue Length [ft] | 2.49 | 2.49 | 2.49 | 14.40 | 14.40 | 14.40 | 11.38 | 11.38 | 11.38 | 7.05 | 7.05 | 7.05 |
| d_A, Approach Delay [s/veh] | 10.99 | | | 11.51 | | | 2.44 | | | 0.72 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.51 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 3 | 4 | 79 | 64 | 4 |
| Total Analysis Volume [veh/h] | 10 | 10 | 15 | 316 | 257 | 15 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.72 | 9.67 | 7.82 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.40 | 0.97 | 0.88 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.69 | | 0.35 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | |
| Intersection LOS | B | | | | | |

Opening Year (2020) With Project

Doris Patterson Educational Facilities

Vistro File: \...\AM 2020.vistro

Scenario 2 Opening Year (2020) With Project

Report File: \...\AM 2020P.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.830 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.912 | - | E |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.752 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.672 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.530 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | WB Thru | 0.777 | 21.8 | C |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 13.5 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.095 | 7.9 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.019 | 13.1 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 13.2 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.153 | 14.5 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.025 | 8.1 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.022 | 14.2 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 12.1 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.2 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.000 | 8.5 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.830 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1744 | 704 | 172 | 1072 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 436 | 176 | 43 | 268 | 4 | 8 | 29 | 7 | 98 | 36 | 127 |
| Total Analysis Volume [veh/h] | 61 | 1744 | 704 | 172 | 1072 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.36 | 0.44 | 0.05 | 0.34 | 0.01 | 0.02 | 0.04 | 0.02 | 0.12 | 0.04 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.830 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.912 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 17 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 2187 | 87 | 126 | 1301 | 6 | 7 | 5 | 6 | 95 | 5 | 227 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 547 | 22 | 32 | 325 | 2 | 2 | 1 | 2 | 24 | 1 | 57 |
| Total Analysis Volume [veh/h] | 5 | 2187 | 87 | 126 | 1301 | 6 | 7 | 5 | 6 | 95 | 5 | 227 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.68 | 0.05 | 0.08 | 0.41 | 0.00 | 0.00 | 0.01 | 0.01 | 0.06 | 0.15 | 0.15 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.912 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2262 | 57 | 23 | 1382 | 6 | 6 | 5 | 6 | 61 | 6 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 566 | 14 | 6 | 346 | 2 | 2 | 1 | 2 | 15 | 2 | 17 |
| Total Analysis Volume [veh/h] | 7 | 2262 | 57 | 23 | 1382 | 6 | 6 | 5 | 6 | 61 | 6 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|--------|---------|---------|--------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.00 | 0.11 | 0.01 | 0.00 | 0.00 | 1.38 | 0.02 | 0.00 | 1.53 | 0.33 |
| d_M, Delay for Movement [s/veh] | 12.47 | 0.00 | 0.00 | 24.06 | 0.00 | 0.00 | 10000.0 | 1633.76 | 647.72 | 10000.0 | 1459.78 | 559.11 |
| Movement LOS | B | A | A | C | A | A | F | F | F | F | F | F |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 1.92 | 2.24 | 2.24 | 9.93 | 7.69 | 7.69 |
| 95th-Percentile Queue Length [ft] | 1.09 | 0.00 | 0.00 | 9.00 | 0.00 | 0.00 | 48.03 | 55.90 | 55.90 | 248.22 | 192.21 | 192.21 |
| d_A, Approach Delay [s/veh] | 0.04 | | | 0.39 | | | 4238.54 | | | 4929.77 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 187.38 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.752 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1694 | 127 | 246 | 1173 | 23 | 64 | 89 | 8 | 111 | 115 | 451 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 424 | 32 | 62 | 293 | 6 | 16 | 22 | 2 | 28 | 29 | 113 |
| Total Analysis Volume [veh/h] | 61 | 1694 | 127 | 246 | 1173 | 23 | 64 | 89 | 8 | 111 | 115 | 451 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.35 | 0.08 | 0.08 | 0.25 | 0.25 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.28 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.752 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.672 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 1241 | 57 | 132 | 926 | 134 | 144 | 113 | 61 | 75 | 164 | 366 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 310 | 14 | 33 | 232 | 34 | 36 | 28 | 15 | 19 | 41 | 92 |
| Total Analysis Volume [veh/h] | 72 | 1241 | 57 | 132 | 926 | 134 | 144 | 113 | 61 | 75 | 164 | 366 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.08 | 0.09 | 0.04 | 0.04 | 0.05 | 0.05 | 0.23 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.672 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.530 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 9 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 179 | 70 | 30 | 177 | 94 | 182 | 118 | 626 | 238 | 25 | 737 | 57 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 18 | 8 | 44 | 24 | 46 | 30 | 157 | 60 | 6 | 184 | 14 |
| Total Analysis Volume [veh/h] | 179 | 70 | 30 | 177 | 94 | 182 | 118 | 626 | 238 | 25 | 737 | 57 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.11 | 0.04 | 0.02 | 0.11 | 0.06 | 0.11 | 0.07 | 0.20 | 0.15 | 0.02 | 0.23 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.530 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 21.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.777 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 10 | 30 | 0 | 0 | 10 | 30 | 87 | 35 | 36 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 81 | 102 | 9 | 155 | 146 | 67 | 28 | 143 | 56 | 123 | 257 | 179 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 26 | 2 | 39 | 37 | 17 | 7 | 36 | 14 | 31 | 64 | 45 |
| Total Analysis Volume [veh/h] | 81 | 102 | 9 | 155 | 146 | 67 | 28 | 143 | 56 | 123 | 257 | 179 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 446 | 460 | 526 | 469 | 490 | 556 |
| Degree of Utilization, x | 0.43 | 0.65 | 0.13 | 0.48 | 0.78 | 0.32 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|--------|-------|-------|--------|-------|
| 95th-Percentile Queue Length [veh] | 2.13 | 4.61 | 0.43 | 2.59 | 6.92 | 1.38 |
| 95th-Percentile Queue Length [ft] | 53.18 | 115.32 | 10.87 | 64.81 | 173.06 | 34.62 |
| Approach Delay [s/veh] | 17.05 | 21.69 | | 17.67 | 25.12 | |
| Approach LOS | C | C | | C | D | |
| Intersection Delay [s/veh] | 21.77 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 192 | 0 | 0 | 328 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 147 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 192 | 0 | 0 | 475 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 48 | 0 | 0 | 119 | 0 | 0 |
| Total Analysis Volume [veh/h] | 192 | 0 | 0 | 475 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.61 | 0.00 | 13.49 | 9.24 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 11.36 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.095 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 192 | 0 | 0 | 328 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 129 | 18 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 192 | 20 | 129 | 346 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 48 | 5 | 32 | 87 | 0 | 0 |
| Total Analysis Volume [veh/h] | 192 | 20 | 129 | 346 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.93 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 7.85 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.15 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.49 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 9 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 4 | 12 | 167 | 12 | 77 | 54 | 39 | 4 | 4 | 44 | 58 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 1 | 3 | 42 | 3 | 19 | 14 | 10 | 1 | 1 | 11 | 15 |
| Total Analysis Volume [veh/h] | 12 | 4 | 12 | 167 | 12 | 77 | 54 | 39 | 4 | 4 | 44 | 58 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.24 | 0.02 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.22 | 11.00 | 8.69 | 12.73 | 13.07 | 11.10 | 7.51 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.12 | 0.12 | 0.12 | 1.52 | 1.52 | 1.52 | 0.21 | 0.21 | 0.21 | 0.22 | 0.22 | 0.22 |
| 95th-Percentile Queue Length [ft] | 2.97 | 2.97 | 2.97 | 37.89 | 37.89 | 37.89 | 5.22 | 5.22 | 5.22 | 5.44 | 5.44 | 5.44 |
| d_A, Approach Delay [s/veh] | 10.10 | | | 12.26 | | | 4.18 | | | 0.28 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 7.92 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 0 | 0 | 158 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 309 | 0 | 0 | 559 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 77 | 0 | 0 | 140 |
| Total Analysis Volume [veh/h] | 0 | 0 | 309 | 0 | 0 | 559 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 13.19 | 9.17 | 0.00 | 0.00 | 7.88 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.18 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.153 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 20 | 0 | 0 | 87 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 309 | 0 | 0 | 488 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 77 | 0 | 0 | 122 |
| Total Analysis Volume [veh/h] | 71 | 57 | 309 | 0 | 0 | 488 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.15 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.50 | 10.89 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.83 | 0.83 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 20.77 | 20.77 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.89 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.78 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|--|--------|---|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 57 | 20 | 30 | 87 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 346 | 20 | 30 | 488 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 87 | 5 | 8 | 122 |
| Total Analysis Volume [veh/h] | 0 | 0 | 346 | 20 | 30 | 488 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.11 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 1.94 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.47 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.28 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.022 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 29 | 0 | 15 | 3 | 286 | 0 | 0 | 386 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 57 | 0 | 0 | 89 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 343 | 0 | 0 | 475 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 86 | 0 | 0 | 119 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 343 | 0 | 0 | 475 | 12 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.02 | 0.02 | 0.07 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.90 | 14.20 | 9.53 | 14.15 | 0.00 | 9.87 | 8.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.12 | 0.13 | 0.13 | 0.22 | 0.00 | 0.10 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 2.96 | 3.23 | 3.23 | 5.51 | 0.00 | 2.53 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.92 | | | 12.17 | | | 0.07 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.28 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↩↩ | | ↩↩ | | ↩ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 315 | 0 | 0 | 398 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 73 | 0 | 0 | 89 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 388 | 0 | 0 | 487 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 97 | 0 | 0 | 122 |
| Total Analysis Volume [veh/h] | 0 | 0 | 388 | 0 | 0 | 487 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.05 | 10.45 | 0.00 | 0.00 | 8.08 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.25 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 3.61 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.20 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ← T → | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.52 | 8.32 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.42 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.81 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2020.vistro

Scenario 2 Opening Year (2020) With Project

Report File: \...\PM 2020 EP.pdf

10/19/2017

Intersection Analysis Summary


| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.821 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.789 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 32.784 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.586 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.626 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.486 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.540 | 12.6 | B |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 9.8 | A |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.019 | 7.5 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.008 | 13.1 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 12.1 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.045 | 12.4 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.005 | 8.0 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.006 | 12.9 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 10.9 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.2 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.000 | 8.5 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.821 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 47 | 1475 | 374 | 400 | 2019 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 369 | 94 | 100 | 505 | 5 | 10 | 44 | 20 | 85 | 33 | 84 |
| Total Analysis Volume [veh/h] | 47 | 1475 | 374 | 400 | 2019 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.31 | 0.23 | 0.13 | 0.63 | 0.01 | 0.02 | 0.06 | 0.05 | 0.11 | 0.04 | 0.21 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.821 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.789 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 1743 | 149 | 224 | 2188 | 7 | 15 | 14 | 15 | 118 | 1 | 137 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 436 | 37 | 56 | 547 | 2 | 4 | 4 | 4 | 30 | 0 | 34 |
| Total Analysis Volume [veh/h] | 6 | 1743 | 149 | 224 | 2188 | 7 | 15 | 14 | 15 | 118 | 1 | 137 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.54 | 0.09 | 0.14 | 0.68 | 0.00 | 0.01 | 0.03 | 0.03 | 0.07 | 0.09 | 0.09 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.789 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 32.784 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌ | | | ⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 1825 | 69 | 54 | 2328 | 4 | 1 | 1 | 4 | 50 | 0 | 51 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 456 | 17 | 14 | 582 | 1 | 0 | 0 | 1 | 13 | 0 | 13 |
| Total Analysis Volume [veh/h] | 7 | 1825 | 69 | 54 | 2328 | 4 | 1 | 1 | 4 | 50 | 0 | 51 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|--------|---------|---------|-------|
| V/C, Movement V/C Ratio | 0.03 | 0.02 | 0.00 | 0.17 | 0.02 | 0.00 | 0.48 | 0.77 | 0.02 | 32.78 | 0.00 | 0.18 |
| d_M, Delay for Movement [s/veh] | 22.80 | 0.00 | 0.00 | 18.97 | 0.00 | 0.00 | 2216.27 | 3162.70 | 426.57 | 10000.0 | 2492.10 | 20.96 |
| Movement LOS | C | A | A | C | A | A | F | F | F | F | F | C |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.55 | 1.29 | 1.29 | 8.31 | 0.66 | 0.66 |
| 95th-Percentile Queue Length [ft] | 2.58 | 0.00 | 0.00 | 15.44 | 0.00 | 0.00 | 13.68 | 32.18 | 32.18 | 207.86 | 16.59 | 16.59 |
| d_A, Approach Delay [s/veh] | 0.08 | | | 0.43 | | | 1180.87 | | | 4961.08 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 115.92 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.586 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 1281 | 127 | 338 | 1826 | 63 | 53 | 149 | 57 | 195 | 86 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 320 | 32 | 85 | 457 | 16 | 13 | 37 | 14 | 49 | 22 | 72 |
| Total Analysis Volume [veh/h] | 71 | 1281 | 127 | 338 | 1826 | 63 | 53 | 149 | 57 | 195 | 86 | 289 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.08 | 0.11 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.06 | 0.03 | 0.18 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.586 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.626 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 1064 | 92 | 225 | 1545 | 187 | 166 | 236 | 98 | 167 | 161 | 208 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 266 | 23 | 56 | 386 | 47 | 42 | 59 | 25 | 42 | 40 | 52 |
| Total Analysis Volume [veh/h] | 112 | 1064 | 92 | 225 | 1545 | 187 | 166 | 236 | 98 | 167 | 161 | 208 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.24 | 0.24 | 0.14 | 0.32 | 0.12 | 0.10 | 0.07 | 0.06 | 0.10 | 0.05 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.626 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.486 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↔↔↔ | | | ↔↔↔ | | | ↔↔↔ | | | ↔↔↔ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 96 | 39 | 22 | 35 | 70 | 209 | 161 | 653 | 122 | 14 | 624 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 10 | 6 | 9 | 18 | 52 | 40 | 163 | 31 | 4 | 156 | 5 |
| Total Analysis Volume [veh/h] | 96 | 39 | 22 | 35 | 70 | 209 | 161 | 653 | 122 | 14 | 624 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.01 | 0.02 | 0.04 | 0.13 | 0.10 | 0.20 | 0.08 | 0.01 | 0.20 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.486 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 12.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.540 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 2 | 6 | 22 | 11 | 12 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 44 | 8 | 41 | 66 | 29 | 30 | 286 | 18 | 42 | 173 | 97 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 11 | 2 | 10 | 17 | 7 | 8 | 72 | 5 | 11 | 43 | 24 |
| Total Analysis Volume [veh/h] | 68 | 44 | 8 | 41 | 66 | 29 | 30 | 286 | 18 | 42 | 173 | 97 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 540 | 534 | 617 | 619 | 605 | 701 |
| Degree of Utilization, x | 0.22 | 0.20 | 0.05 | 0.54 | 0.36 | 0.14 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|
| 95th-Percentile Queue Length [veh] | 0.84 | 0.74 | 0.15 | 3.23 | 1.60 | 0.48 |
| 95th-Percentile Queue Length [ft] | 21.09 | 18.54 | 3.70 | 80.67 | 39.98 | 11.98 |
| Approach Delay [s/veh] | 11.56 | 10.64 | | 15.43 | 10.88 | |
| Approach LOS | B | B | | C | B | |
| Intersection Delay [s/veh] | 12.62 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 120 | 0 | 0 | 92 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 34 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 0 | 0 | 126 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 0 | 32 | 0 | 0 |
| Total Analysis Volume [veh/h] | 120 | 0 | 0 | 126 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.45 | 0.00 | 9.85 | 8.86 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.36 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 120 | 0 | 0 | 92 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 28 | 6 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 4 | 28 | 98 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 1 | 7 | 25 | 0 | 0 |
| Total Analysis Volume [veh/h] | 120 | 4 | 28 | 98 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.51 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.46 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.67 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.84 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 8 | 8 | 60 | 4 | 49 | 65 | 128 | 4 | 12 | 87 | 28 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 2 | 2 | 15 | 1 | 12 | 16 | 32 | 1 | 3 | 22 | 7 |
| Total Analysis Volume [veh/h] | 4 | 8 | 8 | 60 | 4 | 49 | 65 | 128 | 4 | 12 | 87 | 28 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.01 | 0.11 | 0.01 | 0.05 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.44 | 12.27 | 9.11 | 12.91 | 13.10 | 9.91 | 7.56 | 0.00 | 0.00 | 7.50 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.10 | 0.10 | 0.62 | 0.62 | 0.62 | 0.46 | 0.46 | 0.46 | 0.29 | 0.29 | 0.29 |
| 95th-Percentile Queue Length [ft] | 2.51 | 2.51 | 2.51 | 15.45 | 15.45 | 15.45 | 11.54 | 11.54 | 11.54 | 7.17 | 7.17 | 7.17 |
| d_A, Approach Delay [s/veh] | 11.04 | | | 11.62 | | | 2.49 | | | 0.71 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.63 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 0 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 335 | 0 | 0 | 312 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 84 | 0 | 0 | 78 |
| Total Analysis Volume [veh/h] | 0 | 0 | 335 | 0 | 0 | 312 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.11 | 9.25 | 0.00 | 0.00 | 7.95 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.68 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.045 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 4 | 0 | 0 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 335 | 0 | 0 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 84 | 0 | 0 | 72 |
| Total Analysis Volume [veh/h] | 23 | 14 | 335 | 0 | 0 | 289 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.38 | 9.64 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.87 | 4.87 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.34 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.63 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.005 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|--|--------|---|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 14 | 4 | 6 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 345 | 4 | 6 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 86 | 1 | 2 | 72 |
| Total Analysis Volume [veh/h] | 0 | 0 | 345 | 4 | 6 | 289 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.16 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.07 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 10 | 0 | 10 | 15 | 316 | 0 | 0 | 257 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 20 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 330 | 0 | 0 | 277 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 3 | 0 | 3 | 4 | 83 | 0 | 0 | 69 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 330 | 0 | 0 | 277 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.10 | 12.86 | 9.30 | 11.75 | 0.00 | 9.13 | 7.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.03 | 0.03 | 0.06 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.89 | 0.85 | 0.85 | 1.41 | 0.00 | 1.03 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.41 | | | 10.32 | | | 0.34 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.73 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 326 | 0 | 0 | 272 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 18 | 0 | 0 | 20 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 344 | 0 | 0 | 292 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 86 | 0 | 0 | 73 |
| Total Analysis Volume [veh/h] | 0 | 0 | 344 | 0 | 0 | 292 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.94 | 10.15 | 0.00 | 0.00 | 7.96 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.55 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 3.61 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.20 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.52 | 8.32 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.42 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.81 | | | | | |
| Intersection LOS | A | | | | | |

Opening Year (2020) With Project – With Improvements

Doris Patterson Educational Facilities

Vistro File: \...\AM 2020.vistro

Scenario 3 Opening Year (2020) With Project

Report File: \...\AM 2020P I.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.652 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.702 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | NB Thru | 0.770 | - | C |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.752 | - | C |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.672 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.530 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | WB Thru | 0.494 | - | A |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 13.5 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.095 | 7.9 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.019 | 13.1 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 13.2 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.153 | 14.5 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.025 | 8.1 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.022 | 14.2 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 12.1 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.2 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.000 | 8.5 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.652 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1727 | 704 | 172 | 1052 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1744 | 704 | 172 | 1072 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 436 | 176 | 43 | 268 | 4 | 8 | 29 | 7 | 98 | 36 | 127 |
| Total Analysis Volume [veh/h] | 61 | 1744 | 704 | 172 | 1072 | 16 | 30 | 115 | 26 | 392 | 143 | 508 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.36 | 0.44 | 0.05 | 0.23 | 0.23 | 0.02 | 0.04 | 0.02 | 0.12 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.652 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.702 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 5 | 2187 | 67 | 106 | 1301 | 6 | 7 | 5 | 6 | 77 | 5 | 210 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 17 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 2187 | 87 | 126 | 1301 | 6 | 7 | 5 | 6 | 95 | 5 | 227 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 547 | 22 | 32 | 325 | 2 | 2 | 1 | 2 | 24 | 1 | 57 |
| Total Analysis Volume [veh/h] | 5 | 2187 | 87 | 126 | 1301 | 6 | 7 | 5 | 6 | 95 | 5 | 227 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.47 | 0.47 | 0.08 | 0.41 | 0.00 | 0.00 | 0.01 | 0.01 | 0.06 | 0.15 | 0.15 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.702 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.770 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2242 | 47 | 23 | 1364 | 6 | 6 | 5 | 6 | 52 | 6 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2262 | 57 | 23 | 1382 | 6 | 6 | 5 | 6 | 61 | 6 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 566 | 14 | 6 | 346 | 2 | 2 | 1 | 2 | 15 | 2 | 17 |
| Total Analysis Volume [veh/h] | 7 | 2262 | 57 | 23 | 1382 | 6 | 6 | 5 | 6 | 61 | 6 | 66 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.71 | 0.04 | 0.01 | 0.43 | 0.00 | 0.00 | 0.01 | 0.01 | 0.04 | 0.05 | 0.05 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.770 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.752 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1674 | 127 | 237 | 1155 | 23 | 64 | 89 | 8 | 111 | 115 | 441 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1694 | 127 | 246 | 1173 | 23 | 64 | 89 | 8 | 111 | 115 | 451 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 424 | 32 | 62 | 293 | 6 | 16 | 22 | 2 | 28 | 29 | 113 |
| Total Analysis Volume [veh/h] | 61 | 1694 | 127 | 246 | 1173 | 23 | 64 | 89 | 8 | 111 | 115 | 451 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.35 | 0.08 | 0.08 | 0.25 | 0.25 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.28 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.752 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.672 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 1231 | 57 | 123 | 917 | 134 | 144 | 113 | 61 | 75 | 164 | 356 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 1241 | 57 | 132 | 926 | 134 | 144 | 113 | 61 | 75 | 164 | 366 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 310 | 14 | 33 | 232 | 34 | 36 | 28 | 15 | 19 | 41 | 92 |
| Total Analysis Volume [veh/h] | 72 | 1241 | 57 | 132 | 926 | 134 | 144 | 113 | 61 | 75 | 164 | 366 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 75 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.08 | 0.09 | 0.04 | 0.04 | 0.05 | 0.05 | 0.23 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.672 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.530 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 170 | 61 | 21 | 177 | 84 | 182 | 118 | 626 | 228 | 15 | 737 | 57 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 9 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 179 | 70 | 30 | 177 | 94 | 182 | 118 | 626 | 238 | 25 | 737 | 57 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 18 | 8 | 44 | 24 | 46 | 30 | 157 | 60 | 6 | 184 | 14 |
| Total Analysis Volume [veh/h] | 179 | 70 | 30 | 177 | 94 | 182 | 118 | 626 | 238 | 25 | 737 | 57 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 65 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.11 | 0.04 | 0.02 | 0.11 | 0.06 | 0.11 | 0.07 | 0.20 | 0.15 | 0.02 | 0.23 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.530 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.494 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 81 | 102 | 9 | 145 | 116 | 67 | 28 | 133 | 26 | 36 | 222 | 143 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 10 | 30 | 0 | 0 | 10 | 30 | 87 | 35 | 36 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 81 | 102 | 9 | 155 | 146 | 67 | 28 | 143 | 56 | 123 | 257 | 179 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 26 | 2 | 39 | 37 | 17 | 7 | 36 | 14 | 31 | 64 | 45 |
| Total Analysis Volume [veh/h] | 81 | 102 | 9 | 155 | 146 | 67 | 28 | 143 | 56 | 123 | 257 | 179 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.12 | 0.12 | 0.10 | 0.19 | 0.04 | 0.02 | 0.14 | 0.14 | 0.08 | 0.24 | 0.11 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.494 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 192 | 0 | 0 | 328 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 147 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 192 | 0 | 0 | 475 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 48 | 0 | 0 | 119 | 0 | 0 |
| Total Analysis Volume [veh/h] | 192 | 0 | 0 | 475 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.61 | 0.00 | 13.49 | 9.24 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 11.36 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.095 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 192 | 0 | 0 | 328 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 129 | 18 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 192 | 20 | 129 | 346 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 48 | 5 | 32 | 87 | 0 | 0 |
| Total Analysis Volume [veh/h] | 192 | 20 | 129 | 346 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.93 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 7.85 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.15 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.49 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 12 | 4 | 12 | 158 | 12 | 68 | 44 | 39 | 4 | 4 | 44 | 48 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 9 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 4 | 12 | 167 | 12 | 77 | 54 | 39 | 4 | 4 | 44 | 58 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 1 | 3 | 42 | 3 | 19 | 14 | 10 | 1 | 1 | 11 | 15 |
| Total Analysis Volume [veh/h] | 12 | 4 | 12 | 167 | 12 | 77 | 54 | 39 | 4 | 4 | 44 | 58 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.24 | 0.02 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.22 | 11.00 | 8.69 | 12.73 | 13.07 | 11.10 | 7.51 | 0.00 | 0.00 | 7.31 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.12 | 0.12 | 0.12 | 1.52 | 1.52 | 1.52 | 0.21 | 0.21 | 0.21 | 0.22 | 0.22 | 0.22 |
| 95th-Percentile Queue Length [ft] | 2.97 | 2.97 | 2.97 | 37.89 | 37.89 | 37.89 | 5.22 | 5.22 | 5.22 | 5.44 | 5.44 | 5.44 |
| d_A, Approach Delay [s/veh] | 10.10 | | | 12.26 | | | 4.18 | | | 0.28 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 7.92 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 0 | 0 | 158 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 309 | 0 | 0 | 559 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 77 | 0 | 0 | 140 |
| Total Analysis Volume [veh/h] | 0 | 0 | 309 | 0 | 0 | 559 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 13.19 | 9.17 | 0.00 | 0.00 | 7.88 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.18 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.153 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 20 | 0 | 0 | 87 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 309 | 0 | 0 | 488 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 77 | 0 | 0 | 122 |
| Total Analysis Volume [veh/h] | 71 | 57 | 309 | 0 | 0 | 488 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.15 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.50 | 10.89 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.83 | 0.83 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 20.77 | 20.77 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.89 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.78 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 289 | 0 | 0 | 401 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 57 | 20 | 30 | 87 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 346 | 20 | 30 | 488 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 87 | 5 | 8 | 122 |
| Total Analysis Volume [veh/h] | 0 | 0 | 346 | 20 | 30 | 488 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.11 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 1.94 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.47 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.28 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.022 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 29 | 0 | 15 | 3 | 286 | 0 | 0 | 386 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 57 | 0 | 0 | 89 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 343 | 0 | 0 | 475 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 86 | 0 | 0 | 119 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 343 | 0 | 0 | 475 | 12 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.02 | 0.02 | 0.07 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.90 | 14.20 | 9.53 | 14.15 | 0.00 | 9.87 | 8.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.12 | 0.13 | 0.13 | 0.22 | 0.00 | 0.10 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 2.96 | 3.23 | 3.23 | 5.51 | 0.00 | 2.53 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.92 | | | 12.17 | | | 0.07 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.28 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↩↩ | | ↩↩ | | ↩ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 315 | 0 | 0 | 398 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 73 | 0 | 0 | 89 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 388 | 0 | 0 | 487 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 97 | 0 | 0 | 122 |
| Total Analysis Volume [veh/h] | 0 | 0 | 388 | 0 | 0 | 487 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.05 | 10.45 | 0.00 | 0.00 | 8.08 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.25 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 3.61 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.20 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ← T → | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.52 | 8.32 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.42 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.81 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

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Scenario 3 Opening Year (2020) With Project
10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.593 | - | A |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.789 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | SB Thru | 0.766 | - | C |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.586 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.626 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.486 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | EB Thru | 0.344 | - | A |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 9.8 | A |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.019 | 7.5 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.008 | 13.1 | B |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 12.1 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.045 | 12.4 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.005 | 8.0 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.006 | 12.9 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 10.9 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.2 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.000 | 8.5 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.593 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 47 | 1470 | 374 | 400 | 2015 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 47 | 1475 | 374 | 400 | 2019 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 369 | 94 | 100 | 505 | 5 | 10 | 44 | 20 | 85 | 33 | 84 |
| Total Analysis Volume [veh/h] | 47 | 1475 | 374 | 400 | 2019 | 20 | 39 | 177 | 78 | 338 | 133 | 334 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.31 | 0.23 | 0.13 | 0.42 | 0.42 | 0.02 | 0.06 | 0.05 | 0.11 | 0.10 | 0.10 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.593 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.789 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 6 | 1743 | 145 | 220 | 2188 | 7 | 15 | 14 | 15 | 112 | 1 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 1743 | 149 | 224 | 2188 | 7 | 15 | 14 | 15 | 118 | 1 | 137 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 436 | 37 | 56 | 547 | 2 | 4 | 4 | 4 | 30 | 0 | 34 |
| Total Analysis Volume [veh/h] | 6 | 1743 | 149 | 224 | 2188 | 7 | 15 | 14 | 15 | 118 | 1 | 137 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.39 | 0.39 | 0.14 | 0.68 | 0.00 | 0.01 | 0.03 | 0.03 | 0.07 | 0.09 | 0.09 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.789 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.766 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 1821 | 67 | 54 | 2322 | 4 | 1 | 1 | 4 | 47 | 0 | 51 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 1825 | 69 | 54 | 2328 | 4 | 1 | 1 | 4 | 50 | 0 | 51 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 456 | 17 | 14 | 582 | 1 | 0 | 0 | 1 | 13 | 0 | 13 |
| Total Analysis Volume [veh/h] | 7 | 1825 | 69 | 54 | 2328 | 4 | 1 | 1 | 4 | 50 | 0 | 51 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.57 | 0.04 | 0.03 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.766 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.586 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 71 | 1277 | 127 | 335 | 1820 | 63 | 53 | 149 | 57 | 195 | 86 | 287 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 1281 | 127 | 338 | 1826 | 63 | 53 | 149 | 57 | 195 | 86 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 320 | 32 | 85 | 457 | 16 | 13 | 37 | 14 | 49 | 22 | 72 |
| Total Analysis Volume [veh/h] | 71 | 1281 | 127 | 338 | 1826 | 63 | 53 | 149 | 57 | 195 | 86 | 289 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.27 | 0.08 | 0.11 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.06 | 0.03 | 0.18 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.586 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.626 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 112 | 1062 | 92 | 222 | 1542 | 187 | 166 | 236 | 98 | 167 | 161 | 206 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 1064 | 92 | 225 | 1545 | 187 | 166 | 236 | 98 | 167 | 161 | 208 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 266 | 23 | 56 | 386 | 47 | 42 | 59 | 25 | 42 | 40 | 52 |
| Total Analysis Volume [veh/h] | 112 | 1064 | 92 | 225 | 1545 | 187 | 166 | 236 | 98 | 167 | 161 | 208 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.24 | 0.24 | 0.14 | 0.32 | 0.12 | 0.10 | 0.07 | 0.06 | 0.10 | 0.05 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.626 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.486 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 93 | 36 | 19 | 35 | 68 | 209 | 161 | 653 | 120 | 12 | 624 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 3 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 96 | 39 | 22 | 35 | 70 | 209 | 161 | 653 | 122 | 14 | 624 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 10 | 6 | 9 | 18 | 52 | 40 | 163 | 31 | 4 | 156 | 5 |
| Total Analysis Volume [veh/h] | 96 | 39 | 22 | 35 | 70 | 209 | 161 | 653 | 122 | 14 | 624 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.01 | 0.02 | 0.04 | 0.13 | 0.10 | 0.20 | 0.08 | 0.01 | 0.20 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.486 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.344 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 68 | 44 | 8 | 39 | 60 | 29 | 30 | 284 | 12 | 20 | 162 | 85 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 2 | 6 | 22 | 11 | 12 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 44 | 8 | 41 | 66 | 29 | 30 | 286 | 18 | 42 | 173 | 97 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 11 | 2 | 10 | 17 | 7 | 8 | 72 | 5 | 11 | 43 | 24 |
| Total Analysis Volume [veh/h] | 68 | 44 | 8 | 41 | 66 | 29 | 30 | 286 | 18 | 42 | 173 | 97 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.08 | 0.08 | 0.03 | 0.07 | 0.02 | 0.02 | 0.21 | 0.21 | 0.03 | 0.13 | 0.06 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.344 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩↪ | | ↪ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 120 | 0 | 0 | 92 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 34 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 0 | 0 | 126 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 0 | 32 | 0 | 0 |
| Total Analysis Volume [veh/h] | 120 | 0 | 0 | 126 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.45 | 0.00 | 9.85 | 8.86 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.36 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ┌ | | ┐ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 120 | 0 | 0 | 92 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 28 | 6 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 4 | 28 | 98 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 1 | 7 | 25 | 0 | 0 |
| Total Analysis Volume [veh/h] | 120 | 4 | 28 | 98 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.51 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.46 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.67 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.84 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 4 | 8 | 8 | 57 | 4 | 46 | 63 | 128 | 4 | 12 | 87 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 2 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 8 | 8 | 60 | 4 | 49 | 65 | 128 | 4 | 12 | 87 | 28 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 2 | 2 | 15 | 1 | 12 | 16 | 32 | 1 | 3 | 22 | 7 |
| Total Analysis Volume [veh/h] | 4 | 8 | 8 | 60 | 4 | 49 | 65 | 128 | 4 | 12 | 87 | 28 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.01 | 0.11 | 0.01 | 0.05 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.44 | 12.27 | 9.11 | 12.91 | 13.10 | 9.91 | 7.56 | 0.00 | 0.00 | 7.50 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.10 | 0.10 | 0.10 | 0.62 | 0.62 | 0.62 | 0.46 | 0.46 | 0.46 | 0.29 | 0.29 | 0.29 |
| 95th-Percentile Queue Length [ft] | 2.51 | 2.51 | 2.51 | 15.45 | 15.45 | 15.45 | 11.54 | 11.54 | 11.54 | 7.17 | 7.17 | 7.17 |
| d_A, Approach Delay [s/veh] | 11.04 | | | 11.62 | | | 2.49 | | | 0.71 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.63 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 0 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 335 | 0 | 0 | 312 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 84 | 0 | 0 | 78 |
| Total Analysis Volume [veh/h] | 0 | 0 | 335 | 0 | 0 | 312 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.11 | 9.25 | 0.00 | 0.00 | 7.95 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.68 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.045 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 4 | 0 | 0 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 335 | 0 | 0 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 84 | 0 | 0 | 72 |
| Total Analysis Volume [veh/h] | 23 | 14 | 335 | 0 | 0 | 289 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.38 | 9.64 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.87 | 4.87 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.34 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.63 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.005 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 331 | 0 | 0 | 267 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 14 | 4 | 6 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 345 | 4 | 6 | 289 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 86 | 1 | 2 | 72 |
| Total Analysis Volume [veh/h] | 0 | 0 | 345 | 4 | 6 | 289 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.16 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.07 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 10 | 0 | 10 | 15 | 316 | 0 | 0 | 257 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 20 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 330 | 0 | 0 | 277 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 3 | 0 | 3 | 4 | 83 | 0 | 0 | 69 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 330 | 0 | 0 | 277 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.10 | 12.86 | 9.30 | 11.75 | 0.00 | 9.13 | 7.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.03 | 0.03 | 0.06 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.89 | 0.85 | 0.85 | 1.41 | 0.00 | 1.03 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.41 | | | 10.32 | | | 0.34 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.73 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↩↩ | | ↩↩ | | ↩ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 326 | 0 | 0 | 272 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 18 | 0 | 0 | 20 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 344 | 0 | 0 | 292 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 86 | 0 | 0 | 73 |
| Total Analysis Volume [veh/h] | 0 | 0 | 344 | 0 | 0 | 292 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.94 | 10.15 | 0.00 | 0.00 | 7.96 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.55 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 3.61 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.20 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.52 | 8.32 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.42 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 2.81 | | | | | |
| Intersection LOS | A | | | | | |

Interim Year (2021) Without Project

Doris Patterson Educational Facilities

Vistro File: \...\AM 2021.vistro

Scenario 1 Interim Year (2021) Without Project

Report File: \...\AM 2021.pdf

10/19/2017

Intersection Analysis Summary




| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.844 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.988 | - | E |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.801 | - | D |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.691 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.513 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | WB Thru | 0.719 | 23.8 | C |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Thru | 0.039 | 14.5 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.083 | 16.2 | C |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.844 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 469 | 179 | 44 | 302 | 3 | 8 | 32 | 8 | 102 | 31 | 129 |
| Total Analysis Volume [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.39 | 0.45 | 0.06 | 0.38 | 0.01 | 0.02 | 0.04 | 0.02 | 0.13 | 0.04 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.844 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.988 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⊕ | | | ⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 565 | 17 | 43 | 348 | 2 | 2 | 2 | 2 | 15 | 2 | 65 |
| Total Analysis Volume [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.71 | 0.04 | 0.11 | 0.44 | 0.01 | 0.01 | 0.02 | 0.02 | 0.04 | 0.17 | 0.17 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.988 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌ | | | ⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 572 | 17 | 5 | 361 | 2 | 2 | 2 | 2 | 11 | 2 | 22 |
| Total Analysis Volume [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|---------|---------|---------|--------|
| V/C, Movement V/C Ratio | 0.02 | 0.02 | 0.00 | 0.10 | 0.01 | 0.00 | 0.00 | 2.25 | 0.02 | 0.00 | 2.34 | 0.46 |
| d_M, Delay for Movement [s/veh] | 12.94 | 0.00 | 0.00 | 24.54 | 0.00 | 0.00 | 10000.0 | 2243.79 | 1098.20 | 10000.0 | 2006.09 | 971.64 |
| Movement LOS | B | A | A | C | A | A | F | F | F | F | F | F |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 2.30 | 2.95 | 2.95 | 7.66 | 11.08 | 11.08 |
| 95th-Percentile Queue Length [ft] | 1.49 | 0.00 | 0.00 | 8.43 | 0.00 | 0.00 | 57.57 | 73.83 | 73.83 | 191.38 | 276.95 | 276.95 |
| d_A, Approach Delay [s/veh] | 0.05 | | | 0.35 | | | 4543.14 | | | 3847.69 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 161.95 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.801 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 432 | 31 | 66 | 299 | 4 | 13 | 20 | 2 | 28 | 31 | 131 |
| Total Analysis Volume [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 110 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.36 | 0.08 | 0.08 | 0.25 | 0.25 | 0.03 | 0.03 | 0.03 | 0.03 | 0.04 | 0.33 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.801 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.691 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 310 | 12 | 33 | 224 | 38 | 38 | 28 | 15 | 16 | 43 | 99 |
| Total Analysis Volume [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.10 | 0.09 | 0.03 | 0.04 | 0.04 | 0.05 | 0.25 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.691 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.513 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 35 | 12 | 4 | 31 | 17 | 50 | 32 | 176 | 68 | 3 | 175 | 7 |
| Total Analysis Volume [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.03 | 0.01 | 0.08 | 0.04 | 0.13 | 0.08 | 0.22 | 0.17 | 0.01 | 0.22 | 0.02 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.513 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 23.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.719 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 27 | 3 | 38 | 35 | 19 | 5 | 46 | 29 | 15 | 68 | 37 |
| Total Analysis Volume [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 424 | 435 | 493 | 459 | 457 | 510 |
| Degree of Utilization, x | 0.54 | 0.67 | 0.15 | 0.69 | 0.72 | 0.29 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|--------|-------|--------|--------|-------|
| 95th-Percentile Queue Length [veh] | 3.16 | 4.86 | 0.52 | 5.22 | 5.68 | 1.18 |
| 95th-Percentile Queue Length [ft] | 78.96 | 121.61 | 13.09 | 130.43 | 142.03 | 29.62 |
| Approach Delay [s/veh] | 21.18 | 23.40 | | 26.69 | 23.44 | |
| Approach LOS | C | C | | D | C | |
| Intersection Delay [s/veh] | 23.80 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.039 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 5 | 50 | 6 | 18 | 16 | 10 | 2 | 2 | 12 | 7 |
| Total Analysis Volume [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.01 | 0.02 | 0.31 | 0.04 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.74 | 11.29 | 8.90 | 14.30 | 14.51 | 12.29 | 7.47 | 0.00 | 0.00 | 7.32 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.23 | 0.23 | 0.23 | 2.11 | 2.11 | 2.11 | 0.24 | 0.24 | 0.24 | 0.17 | 0.17 | 0.17 |
| 95th-Percentile Queue Length [ft] | 5.82 | 5.82 | 5.82 | 52.74 | 52.74 | 52.74 | 5.95 | 5.95 | 5.95 | 4.21 | 4.21 | 4.21 |
| d_A, Approach Delay [s/veh] | 10.49 | | | 13.83 | | | 4.33 | | | 0.62 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 9.54 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.083 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 4 | 1 | 85 | 115 | 3 |
| Total Analysis Volume [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.08 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.24 | 11.15 | 8.32 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.27 | 0.08 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 6.74 | 1.92 | 0.21 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.50 | | 0.07 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.77 | | | | | |
| Intersection LOS | C | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2021.vistro

Scenario 1 Interim Year (2021) Without Project

Report File: \...\PM 2021.pdf

10/19/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.859 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.856 | - | D |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 31.195 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.601 | - | B |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.657 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.585 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.788 | 18.8 | C |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.144 | 15.0 | C |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.020 | 12.4 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.859 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 395 | 110 | 104 | 522 | 4 | 9 | 37 | 15 | 101 | 37 | 98 |
| Total Analysis Volume [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.33 | 0.27 | 0.13 | 0.65 | 0.01 | 0.02 | 0.05 | 0.04 | 0.13 | 0.05 | 0.25 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.859 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.856 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 480 | 41 | 63 | 568 | 1 | 3 | 3 | 3 | 28 | 0 | 37 |
| Total Analysis Volume [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.60 | 0.10 | 0.16 | 0.71 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 | 0.00 | 0.09 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.856 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 31.195 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌ | | | ⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 502 | 17 | 16 | 601 | 2 | 0 | 0 | 2 | 18 | 0 | 16 |
| Total Analysis Volume [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|-------|---------|---------|-------|
| V/C, Movement V/C Ratio | 0.05 | 0.02 | 0.00 | 0.25 | 0.02 | 0.00 | 0.82 | 0.00 | 0.04 | 31.19 | 0.00 | 0.27 |
| d_M, Delay for Movement [s/veh] | 24.37 | 0.00 | 0.00 | 23.04 | 0.00 | 0.00 | 3937.99 | 4836.34 | 26.18 | 10000.0 | 4390.15 | 25.39 |
| Movement LOS | C | A | A | C | A | A | F | F | D | F | F | D |
| 95th-Percentile Queue Length [veh] | 0.14 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.60 | 0.12 | 0.12 | 11.14 | 1.04 | 1.04 |
| 95th-Percentile Queue Length [ft] | 3.61 | 0.00 | 0.00 | 23.61 | 0.00 | 0.00 | 14.96 | 3.07 | 3.07 | 278.40 | 26.06 | 26.06 |
| d_A, Approach Delay [s/veh] | 0.11 | | | 0.61 | | | 515.16 | | | 5306.06 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 154.61 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.601 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 308 | 31 | 90 | 446 | 18 | 11 | 34 | 13 | 43 | 22 | 82 |
| Total Analysis Volume [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.26 | 0.08 | 0.11 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.05 | 0.03 | 0.21 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.601 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.657 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 34 | 250 | 20 | 53 | 378 | 49 | 43 | 69 | 24 | 50 | 47 | 60 |
| Total Analysis Volume [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.23 | 0.23 | 0.13 | 0.31 | 0.12 | 0.11 | 0.09 | 0.06 | 0.12 | 0.06 | 0.15 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.657 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.585 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 37 | 9 | 4 | 6 | 17 | 66 | 42 | 176 | 36 | 3 | 178 | 3 |
| Total Analysis Volume [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.02 | 0.01 | 0.01 | 0.04 | 0.17 | 0.10 | 0.22 | 0.09 | 0.01 | 0.22 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.585 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 18.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.788 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 17 | 2 | 10 | 19 | 6 | 5 | 88 | 27 | 5 | 44 | 27 |
| Total Analysis Volume [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings**Lanes**

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 502 | 495 | 564 | 609 | 567 | 645 |
| Degree of Utilization, x | 0.29 | 0.23 | 0.04 | 0.79 | 0.34 | 0.17 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|--------|-------|-------|
| 95th-Percentile Queue Length [veh] | 1.21 | 0.90 | 0.13 | 7.58 | 1.51 | 0.60 |
| 95th-Percentile Queue Length [ft] | 30.19 | 22.55 | 3.33 | 189.60 | 37.75 | 14.95 |
| Approach Delay [s/veh] | 13.10 | 11.71 | | 27.31 | 11.27 | |
| Approach LOS | B | B | | D | B | |
| Intersection Delay [s/veh] | 18.78 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 15.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.144 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 4 | 4 | 16 | 2 | 20 | 18 | 36 | 2 | 5 | 31 | 6 |
| Total Analysis Volume [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.04 | 0.02 | 0.14 | 0.02 | 0.09 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.50 | 13.52 | 9.51 | 15.05 | 14.88 | 10.89 | 7.64 | 0.00 | 0.00 | 7.56 | 0.00 | 0.00 |
| Movement LOS | B | B | A | C | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.23 | 0.23 | 0.23 | 0.98 | 0.98 | 0.98 | 0.55 | 0.55 | 0.55 | 0.40 | 0.40 | 0.40 |
| 95th-Percentile Queue Length [ft] | 5.70 | 5.70 | 5.70 | 24.48 | 24.48 | 24.48 | 13.82 | 13.82 | 13.82 | 9.96 | 9.96 | 9.96 |
| d_A, Approach Delay [s/veh] | 12.23 | | | 12.85 | | | 2.49 | | | 0.94 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.39 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 3 | 4 | 97 | 73 | 4 |
| Total Analysis Volume [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.37 | 9.88 | 7.91 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.53 | 1.02 | 0.91 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.13 | | 0.30 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.47 | | | | | |
| Intersection LOS | B | | | | | |

Interim Year (2021) Without Project – With Improvements

Doris Patterson Educational Facilities

Vistro File: \...\AM 2021.vistro
Report File: \...\AM 20201 I.pdf

Scenario 4 Interim Year (2021) Without Project
10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.670 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 0.766 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | NB Thru | 0.569 | - | A |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.594 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Thru | 0.691 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.513 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | WB Thru | 0.489 | - | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.311 | 13.1 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.083 | 16.2 | C |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.670 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 469 | 179 | 44 | 302 | 3 | 8 | 32 | 8 | 102 | 31 | 129 |
| Total Analysis Volume [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.39 | 0.45 | 0.06 | 0.25 | 0.25 | 0.02 | 0.04 | 0.02 | 0.13 | 0.13 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.670 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.766 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 565 | 17 | 43 | 348 | 2 | 2 | 2 | 2 | 15 | 2 | 65 |
| Total Analysis Volume [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.49 | 0.49 | 0.11 | 0.29 | 0.29 | 0.01 | 0.02 | 0.02 | 0.04 | 0.17 | 0.17 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.766 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.569 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 572 | 17 | 5 | 361 | 2 | 2 | 2 | 2 | 11 | 2 | 22 |
| Total Analysis Volume [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.49 | 0.49 | 0.01 | 0.30 | 0.30 | 0.01 | 0.01 | 0.01 | 0.03 | 0.06 | 0.06 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.569 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.594 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 432 | 31 | 66 | 299 | 4 | 13 | 20 | 2 | 28 | 31 | 131 |
| Total Analysis Volume [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.36 | 0.08 | 0.08 | 0.25 | 0.25 | 0.03 | 0.03 | 0.03 | 0.03 | 0.13 | 0.13 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.594 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.691 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 310 | 12 | 33 | 224 | 38 | 38 | 28 | 15 | 16 | 43 | 99 |
| Total Analysis Volume [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.27 | 0.27 | 0.08 | 0.19 | 0.10 | 0.09 | 0.03 | 0.04 | 0.04 | 0.05 | 0.25 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.691 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.513 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 35 | 12 | 4 | 31 | 17 | 50 | 32 | 176 | 68 | 3 | 175 | 7 |
| Total Analysis Volume [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.03 | 0.01 | 0.08 | 0.04 | 0.13 | 0.08 | 0.22 | 0.17 | 0.01 | 0.22 | 0.02 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.513 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.489 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 27 | 3 | 38 | 35 | 19 | 5 | 46 | 29 | 15 | 68 | 37 |
| Total Analysis Volume [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.14 | 0.14 | 0.10 | 0.18 | 0.05 | 0.01 | 0.20 | 0.20 | 0.04 | 0.21 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.489 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.311 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 5 | 50 | 6 | 18 | 16 | 10 | 2 | 2 | 12 | 7 |
| Total Analysis Volume [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.01 | 0.02 | 0.31 | 0.04 | 0.07 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 11.58 | 11.04 | 8.66 | 13.10 | 11.32 | 9.11 | 7.47 | 0.00 | 0.00 | 7.32 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.11 | 0.11 | 0.11 | 1.32 | 0.37 | 0.37 | 0.13 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 2.87 | 2.73 | 2.73 | 33.05 | 9.37 | 9.37 | 3.34 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.28 | | | 11.98 | | | 4.33 | | | 0.62 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 8.50 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.083 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 4 | 1 | 85 | 115 | 3 |
| Total Analysis Volume [veh/h] | 29 | 15 | 3 | 341 | 461 | 12 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.08 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.24 | 11.15 | 8.32 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.27 | 0.08 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 6.74 | 1.92 | 0.21 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.50 | | 0.07 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.77 | | | | | |
| Intersection LOS | C | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2021.vistro
Report File: \...\PM 2021 I.pdf

Scenario 4 Interim Year (2021) Without Project
10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|--|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.632 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.612 | - | B |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | SB Thru | 0.557 | - | A |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.481 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.657 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.585 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | EB Thru | 0.430 | - | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.143 | 14.4 | B |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.020 | 12.4 | B |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.632 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 395 | 110 | 104 | 522 | 4 | 9 | 37 | 15 | 101 | 37 | 98 |
| Total Analysis Volume [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 105 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.33 | 0.27 | 0.13 | 0.44 | 0.44 | 0.02 | 0.05 | 0.04 | 0.13 | 0.11 | 0.11 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.632 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.612 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 480 | 41 | 63 | 568 | 1 | 3 | 3 | 3 | 28 | 0 | 37 |
| Total Analysis Volume [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.43 | 0.43 | 0.08 | 0.47 | 0.47 | 0.01 | 0.02 | 0.02 | 0.07 | 0.00 | 0.09 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.612 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.557 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 502 | 17 | 16 | 601 | 2 | 0 | 0 | 2 | 18 | 0 | 16 |
| Total Analysis Volume [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.43 | 0.43 | 0.04 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.557 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.481 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 308 | 31 | 90 | 446 | 18 | 11 | 34 | 13 | 43 | 22 | 82 |
| Total Analysis Volume [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.26 | 0.08 | 0.11 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.05 | 0.09 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.481 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.657 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 34 | 250 | 20 | 53 | 378 | 49 | 43 | 69 | 24 | 50 | 47 | 60 |
| Total Analysis Volume [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.23 | 0.23 | 0.13 | 0.31 | 0.12 | 0.11 | 0.09 | 0.06 | 0.12 | 0.06 | 0.15 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.657 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.585 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 37 | 9 | 4 | 6 | 17 | 66 | 42 | 176 | 36 | 3 | 178 | 3 |
| Total Analysis Volume [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.02 | 0.01 | 0.01 | 0.04 | 0.17 | 0.10 | 0.22 | 0.09 | 0.01 | 0.22 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.585 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.430 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 17 | 2 | 10 | 19 | 6 | 5 | 88 | 27 | 5 | 44 | 27 |
| Total Analysis Volume [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.09 | 0.09 | 0.03 | 0.07 | 0.02 | 0.01 | 0.30 | 0.30 | 0.01 | 0.12 | 0.07 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.430 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.143 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↔ | | | ↔ | | | ↔ | | | ↔ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 4 | 4 | 16 | 2 | 20 | 18 | 36 | 2 | 5 | 31 | 6 |
| Total Analysis Volume [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.04 | 0.02 | 0.14 | 0.02 | 0.09 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.10 | 13.31 | 9.35 | 14.41 | 13.38 | 9.45 | 7.64 | 0.00 | 0.00 | 7.56 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.05 | 0.17 | 0.17 | 0.50 | 0.35 | 0.35 | 0.16 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.33 | 4.20 | 4.20 | 12.42 | 8.78 | 8.78 | 4.02 | 0.00 | 0.00 | 1.12 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.00 | | | 11.74 | | | 2.49 | | | 0.94 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.08 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|------------------------|--------------|--------|-----------|--------|-----------|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵ | | ↵ | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 1 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Daffodil Way | | Doris Ave | | Doris Ave | |
|---|--------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 3 | 4 | 97 | 73 | 4 |
| Total Analysis Volume [veh/h] | 10 | 10 | 15 | 387 | 292 | 15 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.37 | 9.88 | 7.91 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.53 | 1.02 | 0.91 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.13 | | 0.30 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.47 | | | | | |
| Intersection LOS | B | | | | | |

Interim Year (2021) With Project

Doris Patterson Educational Facilities

Vistro File: \...\AM 2021.vistro

Scenario 2 Interim Year (2021) With Project

Report File: \...\AM 2021P.pdf

10/19/2017

Intersection Analysis Summary





| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.844 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Thru | 1.053 | - | F |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.000 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.866 | - | D |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Right | 0.749 | - | C |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.526 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | WB Thru | 1.515 | 129.7 | F |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.027 | 17.3 | C |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.109 | 8.4 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.527 | 32.2 | D |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.016 | 19.8 | C |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.262 | 23.1 | C |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.031 | 8.8 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.058 | 29.3 | D |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.872 | 111.3 | F |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.8 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.237 | 9.6 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.844 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 45 | 0 | 0 | 60 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 1921 | 717 | 176 | 1266 | 13 | 30 | 132 | 33 | 406 | 125 | 515 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 480 | 179 | 44 | 317 | 3 | 8 | 33 | 8 | 102 | 31 | 129 |
| Total Analysis Volume [veh/h] | 68 | 1921 | 717 | 176 | 1266 | 13 | 30 | 132 | 33 | 406 | 125 | 515 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.40 | 0.45 | 0.06 | 0.40 | 0.01 | 0.02 | 0.04 | 0.02 | 0.13 | 0.04 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.844 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.053 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 60 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2260 | 89 | 233 | 1392 | 8 | 9 | 8 | 8 | 76 | 7 | 306 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 565 | 22 | 58 | 348 | 2 | 2 | 2 | 2 | 19 | 2 | 77 |
| Total Analysis Volume [veh/h] | 7 | 2260 | 89 | 233 | 1392 | 8 | 9 | 8 | 8 | 76 | 7 | 306 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.71 | 0.06 | 0.15 | 0.44 | 0.01 | 0.01 | 0.02 | 0.02 | 0.05 | 0.20 | 0.20 |
| Intersection LOS | F | | | | | | | | | | | |
| Intersection V/C | 1.053 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 126 | 0 | 18 | 0 | 0 | 0 | 0 | 99 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2307 | 193 | 21 | 1461 | 8 | 8 | 7 | 8 | 143 | 8 | 89 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 577 | 48 | 5 | 365 | 2 | 2 | 2 | 2 | 36 | 2 | 22 |
| Total Analysis Volume [veh/h] | 9 | 2307 | 193 | 21 | 1461 | 8 | 8 | 7 | 8 | 143 | 8 | 89 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|---------|---------|---------|---------|
| V/C, Movement V/C Ratio | 0.02 | 0.02 | 0.00 | 0.12 | 0.01 | 0.00 | 0.00 | 2.96 | 0.02 | 0.00 | 2.53 | 0.47 |
| d_M, Delay for Movement [s/veh] | 13.07 | 0.00 | 0.00 | 27.70 | 0.00 | 0.00 | 10000.0 | 3048.34 | 1536.63 | 10000.0 | 2182.36 | 1064.51 |
| Movement LOS | B | A | A | D | A | A | F | F | F | F | F | F |
| 95th-Percentile Queue Length [veh] | 0.06 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 2.30 | 3.08 | 3.08 | 20.49 | 11.29 | 11.29 |
| 95th-Percentile Queue Length [ft] | 1.51 | 0.00 | 0.00 | 9.75 | 0.00 | 0.00 | 57.57 | 76.88 | 76.88 | 512.30 | 282.36 | 282.36 |
| d_A, Approach Delay [s/veh] | 0.05 | | | 0.39 | | | 4940.50 | | | 6425.83 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 388.67 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.866 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 88 | 0 | 34 | 70 | 13 | 17 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1816 | 123 | 298 | 1266 | 29 | 68 | 80 | 9 | 110 | 122 | 564 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 454 | 31 | 75 | 317 | 7 | 17 | 20 | 2 | 28 | 31 | 141 |
| Total Analysis Volume [veh/h] | 61 | 1816 | 123 | 298 | 1266 | 29 | 68 | 80 | 9 | 110 | 122 | 564 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 115 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.38 | 0.08 | 0.09 | 0.27 | 0.27 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.35 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.866 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.749 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | | ↵↵↵ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 44 | 0 | 34 | 35 | 1 | 3 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1284 | 48 | 166 | 932 | 154 | 154 | 111 | 61 | 62 | 172 | 435 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 321 | 12 | 42 | 233 | 39 | 39 | 28 | 15 | 16 | 43 | 109 |
| Total Analysis Volume [veh/h] | 76 | 1284 | 48 | 166 | 932 | 154 | 154 | 111 | 61 | 62 | 172 | 435 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.28 | 0.28 | 0.10 | 0.19 | 0.10 | 0.10 | 0.03 | 0.04 | 0.04 | 0.05 | 0.27 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.749 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.526 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 22 | 22 | 23 | 0 | 27 | 0 | 0 | 0 | 27 | 30 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 163 | 68 | 39 | 122 | 95 | 201 | 129 | 704 | 297 | 43 | 698 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 41 | 17 | 10 | 31 | 24 | 50 | 32 | 176 | 74 | 11 | 175 | 7 |
| Total Analysis Volume [veh/h] | 163 | 68 | 39 | 122 | 95 | 201 | 129 | 704 | 297 | 43 | 698 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.04 | 0.02 | 0.08 | 0.06 | 0.13 | 0.08 | 0.22 | 0.19 | 0.03 | 0.22 | 0.02 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.526 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 129.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.515 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 1 | 3 | 98 | 69 | 39 | 0 | 0 | 47 | 33 | 171 | 62 | 85 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 114 | 110 | 108 | 221 | 180 | 74 | 19 | 229 | 150 | 229 | 333 | 232 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 29 | 28 | 27 | 55 | 45 | 19 | 5 | 57 | 38 | 57 | 83 | 58 |
| Total Analysis Volume [veh/h] | 114 | 110 | 108 | 221 | 180 | 74 | 19 | 229 | 150 | 229 | 333 | 232 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 362 | 401 | 408 | 398 | 562 | 409 |
| Degree of Utilization, x | 0.92 | 1.09 | 0.18 | 1.07 | 1.51 | 0.57 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|--------|--------|-------|--------|--------|-------|
| 95th-Percentile Queue Length [veh] | 9.46 | 14.50 | 0.65 | 13.94 | 30.73 | 3.41 |
| 95th-Percentile Queue Length [ft] | 236.60 | 362.38 | 16.34 | 348.47 | 768.37 | 85.26 |
| Approach Delay [s/veh] | 61.31 | 90.54 | | 98.30 | 197.54 | |
| Approach LOS | F | F | | F | F | |
| Intersection Delay [s/veh] | 129.73 | | | | | |
| Intersection LOS | F | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.027 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 230 | 0 | 0 | 316 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 98 | 24 | 12 | 231 | 8 | 4 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 328 | 24 | 12 | 547 | 8 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 82 | 6 | 3 | 137 | 2 | 1 |
| Total Analysis Volume [veh/h] | 328 | 24 | 12 | 547 | 8 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.01 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.01 | 0.00 | 17.27 | 10.45 |
| Movement LOS | A | A | A | A | C | B |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.03 | 0.00 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.75 | 0.00 | 2.49 | 2.49 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.17 | | 14.99 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.30 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.109 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 230 | 0 | 0 | 316 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 122 | 20 | 129 | 110 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 352 | 20 | 129 | 426 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 88 | 5 | 32 | 107 | 0 | 0 |
| Total Analysis Volume [veh/h] | 352 | 20 | 129 | 426 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.40 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 9.12 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.95 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.17 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 32.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.527 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 11 | 0 | 99 | 126 | 0 | 0 | 0 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 21 | 9 | 21 | 211 | 24 | 172 | 191 | 40 | 7 | 7 | 47 | 45 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 5 | 53 | 6 | 43 | 48 | 10 | 2 | 2 | 12 | 11 |
| Total Analysis Volume [veh/h] | 21 | 9 | 21 | 211 | 24 | 172 | 191 | 40 | 7 | 7 | 47 | 45 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|--------|--------|--------|-------|-------|-------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.02 | 0.02 | 0.53 | 0.06 | 0.17 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 18.51 | 15.24 | 9.58 | 32.18 | 32.13 | 26.81 | 7.74 | 0.00 | 0.00 | 7.32 | 0.00 | 0.00 |
| Movement LOS | C | C | A | D | D | D | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.39 | 0.39 | 0.39 | 6.70 | 6.70 | 6.70 | 0.56 | 0.56 | 0.56 | 0.20 | 0.20 | 0.20 |
| 95th-Percentile Queue Length [ft] | 9.76 | 9.76 | 9.76 | 167.43 | 167.43 | 167.43 | 14.06 | 14.06 | 14.06 | 5.07 | 5.07 | 5.07 |
| d_A, Approach Delay [s/veh] | 14.26 | | | 29.90 | | | 6.21 | | | 0.52 | | |
| Approach LOS | B | | | D | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 18.15 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.016 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 4 | 5 | 202 | 12 | 12 | 314 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 546 | 12 | 12 | 790 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 137 | 3 | 3 | 198 |
| Total Analysis Volume [veh/h] | 4 | 5 | 546 | 12 | 12 | 790 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 19.77 | 10.23 | 0.00 | 0.00 | 8.61 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.07 | 0.00 | 0.00 | 0.04 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.77 | 1.77 | 0.00 | 0.00 | 0.90 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.47 | | 0.00 | | 0.13 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.17 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.262 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 207 | 0 | 0 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 551 | 0 | 0 | 731 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 138 | 0 | 0 | 183 |
| Total Analysis Volume [veh/h] | 71 | 57 | 551 | 0 | 0 | 731 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.26 | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 23.13 | 14.85 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 1.48 | 1.48 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 36.96 | 36.96 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 19.44 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.77 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.031 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 244 | 20 | 30 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 588 | 20 | 30 | 731 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 147 | 5 | 8 | 183 |
| Total Analysis Volume [veh/h] | 0 | 0 | 588 | 20 | 30 | 731 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.84 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 2.40 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.35 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 29.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.058 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 29 | 0 | 15 | 3 | 341 | 0 | 0 | 461 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 244 | 0 | 0 | 257 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 585 | 0 | 0 | 718 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 146 | 0 | 0 | 180 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 585 | 0 | 0 | 718 | 12 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.06 | 0.02 | 0.16 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 24.17 | 29.27 | 11.14 | 29.21 | 0.00 | 10.88 | 9.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | D | B | D | | B | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.28 | 0.26 | 0.26 | 0.57 | 0.00 | 0.12 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 7.10 | 6.55 | 6.55 | 14.21 | 0.00 | 3.06 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 20.39 | | | 20.72 | | | 0.05 | | | 0.00 | | |
| Approach LOS | C | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.43 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 111.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.872 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 370 | 0 | 0 | 473 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 156 | 87 | 78 | 182 | 98 | 101 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 156 | 87 | 448 | 182 | 98 | 574 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 22 | 112 | 46 | 25 | 144 |
| Total Analysis Volume [veh/h] | 156 | 87 | 448 | 182 | 98 | 574 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|--------|--------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.87 | 0.14 | 0.00 | 0.00 | 0.10 | 0.01 |
| d_M, Delay for Movement [s/veh] | 111.25 | 97.02 | 0.00 | 0.00 | 9.21 | 0.00 |
| Movement LOS | F | F | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 9.76 | 9.76 | 0.00 | 0.00 | 0.34 | 0.00 |
| 95th-Percentile Queue Length [ft] | 244.10 | 244.10 | 0.00 | 0.00 | 8.58 | 0.00 |
| d_A, Approach Delay [s/veh] | 106.16 | | 0.00 | | 1.34 | |
| Approach LOS | F | | A | | A | |
| d_I, Intersection Delay [s/veh] | 17.28 | | | | | |
| Intersection LOS | F | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 61 | 0 | 70 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.237 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 61 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 9.61 | 9.41 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.93 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 23.14 | 23.14 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.61 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 9.61 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

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Scenario 2 Interim Year (2021) With Project

Report File: \...\PM 2021P.pdf

10/19/2017

Intersection Analysis Summary





| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|--------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.864 | - | D |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.876 | - | D |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | WB Left | 50.450 | 10,000.0 | F |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.619 | - | B |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.667 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.590 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | All-way stop | HCM 6th Edition | EB Thru | 0.897 | 25.8 | D |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.025 | 11.5 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.020 | 7.6 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.178 | 17.1 | C |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.018 | 14.3 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.057 | 14.5 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.006 | 8.3 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.008 | 14.4 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.098 | 12.6 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.4 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.079 | 8.8 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.864 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 19 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 1597 | 438 | 417 | 2099 | 15 | 34 | 150 | 59 | 405 | 151 | 393 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 399 | 110 | 104 | 525 | 4 | 9 | 38 | 15 | 101 | 38 | 98 |
| Total Analysis Volume [veh/h] | 55 | 1597 | 438 | 417 | 2099 | 15 | 34 | 150 | 59 | 405 | 151 | 393 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.33 | 0.27 | 0.13 | 0.66 | 0.01 | 0.02 | 0.05 | 0.04 | 0.13 | 0.05 | 0.25 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.864 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.876 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1918 | 167 | 264 | 2273 | 3 | 12 | 12 | 12 | 117 | 0 | 167 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 480 | 42 | 66 | 568 | 1 | 3 | 3 | 3 | 29 | 0 | 42 |
| Total Analysis Volume [veh/h] | 3 | 1918 | 167 | 264 | 2273 | 3 | 12 | 12 | 12 | 117 | 0 | 167 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.60 | 0.10 | 0.17 | 0.71 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 | 0.00 | 0.10 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.876 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|----------|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 50.450 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 32 | 0 | 6 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2013 | 100 | 65 | 2409 | 7 | 1 | 0 | 7 | 114 | 0 | 64 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 503 | 25 | 16 | 602 | 2 | 0 | 0 | 2 | 29 | 0 | 16 |
| Total Analysis Volume [veh/h] | 9 | 2013 | 100 | 65 | 2409 | 7 | 1 | 0 | 7 | 114 | 0 | 64 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|--------|------|------|-------|------|------|---------|---------|-------|---------|---------|-------|
| V/C, Movement V/C Ratio | 0.05 | 0.02 | 0.00 | 0.25 | 0.02 | 0.00 | 0.84 | 0.00 | 0.04 | 50.45 | 0.00 | 0.27 |
| d_M, Delay for Movement [s/veh] | 24.48 | 0.00 | 0.00 | 23.84 | 0.00 | 0.00 | 4038.97 | 5232.59 | 26.28 | 10000.0 | 4511.67 | 25.47 |
| Movement LOS | C | A | A | C | A | A | F | F | D | F | F | D |
| 95th-Percentile Queue Length [veh] | 0.15 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 0.60 | 0.12 | 0.12 | 16.55 | 1.05 | 1.05 |
| 95th-Percentile Queue Length [ft] | 3.63 | 0.00 | 0.00 | 24.58 | 0.00 | 0.00 | 15.00 | 3.09 | 3.09 | 413.76 | 26.16 | 26.16 |
| d_A, Approach Delay [s/veh] | 0.10 | | | 0.62 | | | 527.87 | | | 6413.65 | | |
| Approach LOS | A | | | A | | | F | | | F | | |
| d_I, Intersection Delay [s/veh] | 239.64 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.619 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 21 | 0 | 13 | 29 | 6 | 5 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 1252 | 123 | 371 | 1814 | 77 | 49 | 134 | 53 | 172 | 88 | 339 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 313 | 31 | 93 | 454 | 19 | 12 | 34 | 13 | 43 | 22 | 85 |
| Total Analysis Volume [veh/h] | 70 | 1252 | 123 | 371 | 1814 | 77 | 49 | 134 | 53 | 172 | 88 | 339 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 90 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.26 | 0.08 | 0.12 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.05 | 0.03 | 0.21 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.619 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.667 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | | ⇐⇐⇐ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 136 | 1010 | 81 | 226 | 1524 | 198 | 174 | 274 | 94 | 199 | 186 | 249 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 34 | 253 | 20 | 57 | 381 | 50 | 44 | 69 | 24 | 50 | 47 | 62 |
| Total Analysis Volume [veh/h] | 136 | 1010 | 81 | 226 | 1524 | 198 | 174 | 274 | 94 | 199 | 186 | 249 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.23 | 0.23 | 0.14 | 0.32 | 0.12 | 0.11 | 0.09 | 0.06 | 0.12 | 0.06 | 0.16 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.667 | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)**

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.590 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 10 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 157 | 46 | 25 | 22 | 73 | 265 | 166 | 702 | 150 | 18 | 713 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 12 | 6 | 6 | 18 | 66 | 42 | 176 | 38 | 5 | 178 | 3 |
| Total Analysis Volume [veh/h] | 157 | 46 | 25 | 22 | 73 | 265 | 166 | 702 | 150 | 18 | 713 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.03 | 0.02 | 0.01 | 0.05 | 0.17 | 0.10 | 0.22 | 0.09 | 0.01 | 0.22 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.590 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | All-way stop | Delay (sec / veh): | 25.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.897 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 2 | 5 | 25 | 19 | 8 | 0 | 0 | 11 | 7 | 50 | 24 | 30 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 74 | 71 | 34 | 59 | 84 | 24 | 20 | 364 | 114 | 70 | 198 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 18 | 9 | 15 | 21 | 6 | 5 | 91 | 29 | 18 | 50 | 35 |
| Total Analysis Volume [veh/h] | 74 | 71 | 34 | 59 | 84 | 24 | 20 | 364 | 114 | 70 | 198 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

| | | | | | | |
|---------------------------------|------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 465 | 450 | 510 | 555 | 517 | 588 |
| Degree of Utilization, x | 0.39 | 0.32 | 0.05 | 0.90 | 0.52 | 0.23 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|--------|-------|-------|
| 95th-Percentile Queue Length [veh] | 1.79 | 1.35 | 0.15 | 10.56 | 2.95 | 0.90 |
| 95th-Percentile Queue Length [ft] | 44.76 | 33.70 | 3.70 | 263.92 | 73.78 | 22.61 |
| Approach Delay [s/veh] | 15.52 | 13.75 | | 42.51 | 14.80 | |
| Approach LOS | C | B | | E | B | |
| Intersection Delay [s/veh] | 25.80 | | | | | |
| Intersection LOS | D | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↬ | | ↶↵ | | ↵ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 147 | 0 | 0 | 203 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 25 | 6 | 3 | 62 | 14 | 7 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 172 | 6 | 3 | 265 | 14 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 43 | 2 | 1 | 66 | 4 | 2 |
| Total Analysis Volume [veh/h] | 172 | 6 | 3 | 265 | 14 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.58 | 0.00 | 11.52 | 9.34 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.01 | 0.00 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.16 | 0.00 | 2.53 | 2.53 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.08 | | 10.79 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 147 | 0 | 0 | 203 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 31 | 4 | 28 | 48 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 178 | 4 | 28 | 251 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 1 | 7 | 63 | 0 | 0 |
| Total Analysis Volume [veh/h] | 178 | 4 | 28 | 251 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.64 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.54 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.77 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.46 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.178 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | + | | | + | | | + | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 6 | 0 | 42 | 32 | 0 | 0 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 17 | 14 | 70 | 8 | 122 | 105 | 144 | 7 | 21 | 124 | 26 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 4 | 4 | 18 | 2 | 31 | 26 | 36 | 2 | 5 | 31 | 7 |
| Total Analysis Volume [veh/h] | 7 | 17 | 14 | 70 | 8 | 122 | 105 | 144 | 7 | 21 | 124 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| V/C, Movement V/C Ratio | 0.02 | 0.04 | 0.02 | 0.18 | 0.02 | 0.13 | 0.07 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.69 | 14.63 | 9.65 | 17.10 | 16.80 | 11.89 | 7.71 | 0.00 | 0.00 | 7.56 | 0.00 | 0.00 |
| Movement LOS | C | B | A | C | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.26 | 0.26 | 0.26 | 1.45 | 1.45 | 1.45 | 0.65 | 0.65 | 0.65 | 0.41 | 0.41 | 0.41 |
| 95th-Percentile Queue Length [ft] | 6.44 | 6.44 | 6.44 | 36.20 | 36.20 | 36.20 | 16.27 | 16.27 | 16.27 | 10.16 | 10.16 | 10.16 |
| d_A, Approach Delay [s/veh] | 13.17 | | | 13.91 | | | 3.16 | | | 0.93 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.39 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 7 | 5 | 52 | 3 | 2 | 97 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 5 | 454 | 3 | 2 | 399 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 114 | 1 | 1 | 100 |
| Total Analysis Volume [veh/h] | 7 | 5 | 454 | 3 | 2 | 399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.27 | 9.83 | 0.00 | 0.00 | 8.28 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.07 | 0.00 | 0.00 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.85 | 1.85 | 0.00 | 0.00 | 0.14 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.42 | | 0.00 | | 0.04 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.057 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 57 | 0 | 0 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 459 | 0 | 0 | 378 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 115 | 0 | 0 | 95 |
| Total Analysis Volume [veh/h] | 23 | 14 | 459 | 0 | 0 | 378 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.52 | 10.25 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 6.07 | 6.07 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.91 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.55 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 67 | 4 | 6 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 469 | 4 | 6 | 378 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 117 | 1 | 2 | 95 |
| Total Analysis Volume [veh/h] | 0 | 0 | 469 | 4 | 6 | 378 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.34 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.13 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.06 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 10 | 0 | 10 | 15 | 387 | 0 | 0 | 292 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 67 | 0 | 0 | 74 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 454 | 0 | 0 | 366 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 3 | 0 | 3 | 4 | 114 | 0 | 0 | 92 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 454 | 0 | 0 | 366 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.60 | 14.36 | 9.73 | 12.96 | 0.00 | 9.41 | 8.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.04 | 0.04 | 0.07 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.07 | 0.98 | 0.98 | 1.66 | 0.00 | 1.10 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.58 | | | 11.02 | | | 0.26 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.60 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)**

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.098 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 397 | 0 | 0 | 307 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 52 | 29 | 23 | 48 | 25 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 52 | 29 | 420 | 48 | 25 | 329 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 7 | 105 | 12 | 6 | 82 |
| Total Analysis Volume [veh/h] | 52 | 29 | 420 | 48 | 25 | 329 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.00 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.56 | 10.96 | 0.00 | 0.00 | 8.37 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.33 | 0.14 | 0.00 | 0.00 | 0.07 | 0.00 |
| 95th-Percentile Queue Length [ft] | 8.15 | 3.59 | 0.00 | 0.00 | 1.75 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.99 | | 0.00 | | 0.59 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.31 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 20 | 0 | 18 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.079 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 20 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.82 | 8.62 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 6.43 | 6.43 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.82 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.82 | | | | | |
| Intersection LOS | A | | | | | |

Interim Year (2021) With Project – With Improvements

Doris Patterson Educational Facilities

Vistro File: \...\AM 2021.vistro
Report File: \...\AM 2021P I.pdf

Scenario 3 Interim Year (2021) With Project
10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | NB Right | 0.671 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | NB Right | 0.763 | - | C |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | NB Thru | 0.633 | - | B |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | NB Thru | 0.640 | - | B |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | NB Right | 0.749 | - | C |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | EB Thru | 0.526 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | WB Thru | 0.738 | - | C |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.027 | 17.3 | C |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.109 | 8.4 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.525 | 23.5 | C |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.016 | 19.8 | C |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.262 | 23.1 | C |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.031 | 8.8 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.103 | 19.3 | C |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.445 | 23.3 | C |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.8 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.237 | 9.6 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.671 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 68 | 1876 | 717 | 176 | 1206 | 13 | 30 | 129 | 33 | 406 | 124 | 515 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 45 | 0 | 0 | 60 | 0 | 0 | 3 | 0 | 0 | 1 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 1921 | 717 | 176 | 1266 | 13 | 30 | 132 | 33 | 406 | 125 | 515 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 480 | 179 | 44 | 317 | 3 | 8 | 33 | 8 | 102 | 31 | 129 |
| Total Analysis Volume [veh/h] | 68 | 1921 | 717 | 176 | 1266 | 13 | 30 | 132 | 33 | 406 | 125 | 515 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.04 | 0.40 | 0.45 | 0.06 | 0.27 | 0.27 | 0.02 | 0.04 | 0.02 | 0.13 | 0.13 | 0.13 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.671 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.763 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 7 | 2260 | 69 | 173 | 1392 | 8 | 9 | 8 | 8 | 58 | 7 | 261 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 20 | 60 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 45 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 2260 | 89 | 233 | 1392 | 8 | 9 | 8 | 8 | 76 | 7 | 306 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 565 | 22 | 58 | 348 | 2 | 2 | 2 | 2 | 19 | 2 | 77 |
| Total Analysis Volume [veh/h] | 7 | 2260 | 89 | 233 | 1392 | 8 | 9 | 8 | 8 | 76 | 7 | 306 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.49 | 0.49 | 0.07 | 0.29 | 0.29 | 0.01 | 0.02 | 0.02 | 0.05 | 0.20 | 0.20 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.763 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.633 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2287 | 67 | 21 | 1443 | 8 | 8 | 7 | 8 | 44 | 8 | 89 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 20 | 126 | 0 | 18 | 0 | 0 | 0 | 0 | 99 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2307 | 193 | 21 | 1461 | 8 | 8 | 7 | 8 | 143 | 8 | 89 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 577 | 48 | 5 | 365 | 2 | 2 | 2 | 2 | 36 | 2 | 22 |
| Total Analysis Volume [veh/h] | 9 | 2307 | 193 | 21 | 1461 | 8 | 8 | 7 | 8 | 143 | 8 | 89 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.52 | 0.52 | 0.01 | 0.31 | 0.31 | 0.01 | 0.01 | 0.01 | 0.09 | 0.06 | 0.06 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.633 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.640 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 61 | 1728 | 123 | 264 | 1196 | 16 | 51 | 80 | 9 | 110 | 122 | 523 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 88 | 0 | 34 | 70 | 13 | 17 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 1816 | 123 | 298 | 1266 | 29 | 68 | 80 | 9 | 110 | 122 | 564 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 454 | 31 | 75 | 317 | 7 | 17 | 20 | 2 | 28 | 31 | 141 |
| Total Analysis Volume [veh/h] | 61 | 1816 | 123 | 298 | 1266 | 29 | 68 | 80 | 9 | 110 | 122 | 564 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 85 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.38 | 0.08 | 0.09 | 0.27 | 0.27 | 0.04 | 0.03 | 0.03 | 0.03 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.640 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.749 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 76 | 1240 | 48 | 132 | 897 | 153 | 151 | 111 | 61 | 62 | 172 | 394 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 44 | 0 | 34 | 35 | 1 | 3 | 0 | 0 | 0 | 0 | 41 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 76 | 1284 | 48 | 166 | 932 | 154 | 154 | 111 | 61 | 62 | 172 | 435 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 321 | 12 | 42 | 233 | 39 | 39 | 28 | 15 | 16 | 43 | 109 |
| Total Analysis Volume [veh/h] | 76 | 1284 | 48 | 166 | 932 | 154 | 154 | 111 | 61 | 62 | 172 | 435 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.28 | 0.28 | 0.10 | 0.19 | 0.10 | 0.10 | 0.03 | 0.04 | 0.04 | 0.05 | 0.27 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.749 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.526 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 141 | 46 | 16 | 122 | 68 | 201 | 129 | 704 | 270 | 13 | 698 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 22 | 22 | 23 | 0 | 27 | 0 | 0 | 0 | 27 | 30 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 163 | 68 | 39 | 122 | 95 | 201 | 129 | 704 | 297 | 43 | 698 | 29 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 41 | 17 | 10 | 31 | 24 | 50 | 32 | 176 | 74 | 11 | 175 | 7 |
| Total Analysis Volume [veh/h] | 163 | 68 | 39 | 122 | 95 | 201 | 129 | 704 | 297 | 43 | 698 | 29 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.04 | 0.02 | 0.08 | 0.06 | 0.13 | 0.08 | 0.22 | 0.19 | 0.03 | 0.22 | 0.02 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.526 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.738 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 113 | 107 | 10 | 152 | 141 | 74 | 19 | 182 | 117 | 58 | 271 | 147 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 1 | 3 | 98 | 69 | 39 | 0 | 0 | 47 | 33 | 171 | 62 | 85 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 114 | 110 | 108 | 221 | 180 | 74 | 19 | 229 | 150 | 229 | 333 | 232 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 29 | 28 | 27 | 55 | 45 | 19 | 5 | 57 | 38 | 57 | 83 | 58 |
| Total Analysis Volume [veh/h] | 114 | 110 | 108 | 221 | 180 | 74 | 19 | 229 | 150 | 229 | 333 | 232 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.21 | 0.21 | 0.14 | 0.25 | 0.05 | 0.01 | 0.25 | 0.25 | 0.14 | 0.35 | 0.15 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.738 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.027 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↶ ↷ | | ↵ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 230 | 0 | 0 | 316 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 98 | 24 | 12 | 231 | 8 | 4 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 328 | 24 | 12 | 547 | 8 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 82 | 6 | 3 | 137 | 2 | 1 |
| Total Analysis Volume [veh/h] | 328 | 24 | 12 | 547 | 8 | 4 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.01 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.01 | 0.00 | 17.27 | 10.45 |
| Movement LOS | A | A | A | A | C | B |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.03 | 0.00 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.75 | 0.00 | 2.49 | 2.49 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.17 | | 14.99 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.30 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.109 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↪ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 230 | 0 | 0 | 316 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 122 | 20 | 129 | 110 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 352 | 20 | 129 | 426 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 88 | 5 | 32 | 107 | 0 | 0 |
| Total Analysis Volume [veh/h] | 352 | 20 | 129 | 426 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 8.40 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 9.12 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 1.95 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.17 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.525 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↔ | | | ↔ | | | ↔ | | | ↔ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 21 | 9 | 21 | 200 | 24 | 73 | 65 | 40 | 7 | 7 | 47 | 29 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 11 | 0 | 99 | 126 | 0 | 0 | 0 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 21 | 9 | 21 | 211 | 24 | 172 | 191 | 40 | 7 | 7 | 47 | 45 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 5 | 53 | 6 | 43 | 48 | 10 | 2 | 2 | 12 | 11 |
| Total Analysis Volume [veh/h] | 21 | 9 | 21 | 211 | 24 | 172 | 191 | 40 | 7 | 7 | 47 | 45 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.07 | 0.02 | 0.02 | 0.53 | 0.06 | 0.17 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 18.37 | 14.37 | 8.74 | 23.45 | 15.20 | 9.91 | 7.74 | 0.00 | 0.00 | 7.32 | 0.00 | 0.00 |
| Movement LOS | C | B | A | C | C | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.23 | 0.14 | 0.14 | 2.95 | 0.90 | 0.90 | 0.44 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 5.81 | 3.39 | 3.39 | 73.82 | 22.47 | 22.47 | 10.89 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 13.70 | | | 17.24 | | | 6.21 | | | 0.52 | | |
| Approach LOS | B | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.63 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.016 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 4 | 5 | 202 | 12 | 12 | 314 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 546 | 12 | 12 | 790 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 137 | 3 | 3 | 198 |
| Total Analysis Volume [veh/h] | 4 | 5 | 546 | 12 | 12 | 790 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 |
| d_M, Delay for Movement [s/veh] | 19.77 | 10.23 | 0.00 | 0.00 | 8.61 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.07 | 0.00 | 0.00 | 0.04 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.77 | 1.77 | 0.00 | 0.00 | 0.90 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.47 | | 0.00 | | 0.13 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.17 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.262 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 71 | 57 | 207 | 0 | 0 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 71 | 57 | 551 | 0 | 0 | 731 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 14 | 138 | 0 | 0 | 183 |
| Total Analysis Volume [veh/h] | 71 | 57 | 551 | 0 | 0 | 731 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.26 | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 23.13 | 14.85 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 1.48 | 1.48 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 36.96 | 36.96 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 19.44 | | 0.00 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.77 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.031 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 344 | 0 | 0 | 476 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 244 | 20 | 30 | 255 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 588 | 20 | 30 | 731 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 147 | 5 | 8 | 183 |
| Total Analysis Volume [veh/h] | 0 | 0 | 588 | 20 | 30 | 731 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.84 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 2.40 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.35 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.103 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 29 | 0 | 15 | 3 | 341 | 0 | 0 | 461 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 18 | 9 | 16 | 0 | 0 | 10 | 0 | 244 | 0 | 0 | 257 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 585 | 0 | 0 | 718 | 12 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 2 | 4 | 7 | 0 | 6 | 1 | 146 | 0 | 0 | 180 | 3 |
| Total Analysis Volume [veh/h] | 18 | 9 | 16 | 29 | 0 | 25 | 3 | 585 | 0 | 0 | 718 | 12 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.03 | 0.02 | 0.10 | 0.00 | 0.04 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.82 | 18.46 | 10.58 | 19.28 | 0.00 | 10.88 | 9.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | C | B | C | | B | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.18 | 0.17 | 0.17 | 0.34 | 0.00 | 0.12 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 4.41 | 4.37 | 4.37 | 8.54 | 0.00 | 3.06 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.84 | | | 15.39 | | | 0.05 | | | 0.00 | | |
| Approach LOS | B | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.06 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 23.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.445 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 370 | 0 | 0 | 473 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 156 | 87 | 78 | 182 | 98 | 101 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 156 | 87 | 448 | 182 | 98 | 574 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 22 | 112 | 46 | 25 | 144 |
| Total Analysis Volume [veh/h] | 156 | 87 | 448 | 182 | 98 | 574 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.45 | 0.14 | 0.00 | 0.00 | 0.10 | 0.01 |
| d_M, Delay for Movement [s/veh] | 23.25 | 11.87 | 0.00 | 0.00 | 9.21 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 2.21 | 0.49 | 0.00 | 0.00 | 0.34 | 0.00 |
| 95th-Percentile Queue Length [ft] | 55.14 | 12.37 | 0.00 | 0.00 | 8.58 | 0.00 |
| d_A, Approach Delay [s/veh] | 19.18 | | 0.00 | | 1.34 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.60 | | | | | |
| Intersection LOS | C | | | | | |

Intersection Level Of Service Report

Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 61 | 0 | 70 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 243 | 0 | 280 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report

Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.237 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ↔ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 61 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 243 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 9.61 | 9.41 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.93 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 23.14 | 23.14 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.61 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 9.61 | | | | | |
| Intersection LOS | A | | | | | |

Doris Patterson Educational Facilities

Vistro File: \...\PM 2021.vistro

Scenario 3 Interim Year (2021) With Project

Report File: \...\PM 2021P I.pdf

10/18/2017

Intersection Analysis Summary

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|----|---|--------------|-----------------|------------|-------|---------------|-----|
| 1 | Victoria Ave (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | SB Thru | 0.636 | - | B |
| 2 | Victoria Ave (NS) at Doris Ave (EW) | Signalized | ICU 1 | SB Thru | 0.629 | - | B |
| 3 | Victoria Ave (NS) at Teal Club Rd (EW) | Signalized | ICU 1 | SB Thru | 0.585 | - | A |
| 4 | Victoria Ave (NS) at Fifth St (EW) | Signalized | ICU 1 | SB Thru | 0.489 | - | A |
| 5 | Victoria Ave (NS) at Wooley Rd (EW) | Signalized | ICU 1 | SB Thru | 0.667 | - | B |
| 6 | Patterson Rd (NS) at Gonzales Rd (EW) | Signalized | ICU 1 | WB Thru | 0.590 | - | A |
| 7 | Patterson Rd (NS) at Doris Ave (EW) | Signalized | ICU 1 | EB Thru | 0.504 | - | A |
| 8 | Patterson Rd (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.025 | 11.5 | B |
| 9 | Patterson Rd (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | SB Left | 0.020 | 7.6 | A |
| 10 | Patterson Rd (NS) at Teal Club Rd (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.021 | 16.2 | C |
| 11 | Project West Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.018 | 14.3 | B |
| 12 | Project Central Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.057 | 14.5 | B |
| 13 | Project East Dwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | WB Left | 0.006 | 8.3 | A |
| 14 | Daffodil Way (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Thru | 0.008 | 14.4 | B |
| 15 | Middle School Rdwy (NS) at Doris Ave (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.098 | 12.6 | B |
| 16 | Middle School Rdwy (NS) at Project North Dwy (EW) | Two-way stop | HCM 6th Edition | NB Left | 0.000 | 7.4 | A |
| 17 | Middle School Rdwy (NS) at Project South Dwy (EW) | Two-way stop | HCM 6th Edition | EB Left | 0.079 | 8.8 | A |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Victoria Ave (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.636 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 200.00 | 100.00 | 100.00 | 300.00 | 100.00 | 300.00 | 223.00 | 100.00 | 100.00 | 343.00 | 100.00 | 253.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 55.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 55 | 1578 | 438 | 417 | 2086 | 15 | 34 | 149 | 59 | 405 | 149 | 393 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 19 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 1597 | 438 | 417 | 2099 | 15 | 34 | 150 | 59 | 405 | 151 | 393 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 399 | 110 | 104 | 525 | 4 | 9 | 38 | 15 | 101 | 38 | 98 |
| Total Analysis Volume [veh/h] | 55 | 1597 | 438 | 417 | 2099 | 15 | 34 | 150 | 59 | 405 | 151 | 393 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 105 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.03 | 0.33 | 0.27 | 0.13 | 0.44 | 0.44 | 0.02 | 0.05 | 0.04 | 0.13 | 0.11 | 0.11 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.636 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Victoria Ave (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.629 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 238.00 | 100.00 | 100.00 | 253.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 127.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 25.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 3 | 1918 | 163 | 251 | 2273 | 3 | 12 | 12 | 12 | 111 | 0 | 148 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 1918 | 167 | 264 | 2273 | 3 | 12 | 12 | 12 | 117 | 0 | 167 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 480 | 42 | 66 | 568 | 1 | 3 | 3 | 3 | 29 | 0 | 42 |
| Total Analysis Volume [veh/h] | 3 | 1918 | 167 | 264 | 2273 | 3 | 12 | 12 | 12 | 117 | 0 | 167 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 80 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.43 | 0.43 | 0.08 | 0.47 | 0.47 | 0.01 | 0.02 | 0.02 | 0.07 | 0.00 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.629 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Victoria Ave (NS) at Teal Club Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.585 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 175.00 | 100.00 | 100.00 | 200.00 | 100.00 | 100.00 | 96.00 | 100.00 | 100.00 | 138.00 | 100.00 | 100.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Teal Club Rd | | | Teal Club Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 9 | 2009 | 68 | 65 | 2403 | 7 | 1 | 0 | 7 | 72 | 0 | 64 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 4 | 32 | 0 | 6 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 2013 | 100 | 65 | 2409 | 7 | 1 | 0 | 7 | 114 | 0 | 64 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 503 | 25 | 16 | 602 | 2 | 0 | 0 | 2 | 29 | 0 | 16 |
| Total Analysis Volume [veh/h] | 9 | 2013 | 100 | 65 | 2409 | 7 | 1 | 0 | 7 | 114 | 0 | 64 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 70 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.44 | 0.44 | 0.04 | 0.50 | 0.50 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.04 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.585 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 4: Victoria Ave (NS) at Fifth St (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.489 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | [Diagram] | | | [Diagram] | | | [Diagram] | | | [Diagram] | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 |
| Pocket Length [ft] | 250.00 | 100.00 | 100.00 | 160.00 | 100.00 | 100.00 | 140.00 | 100.00 | 100.00 | 227.00 | 100.00 | 230.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 50.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Fifth St | | | Fifth St | | |
|---|--------------|--------|--------|--------------|--------|--------|----------|--------|--------|----------|--------|--------|
| Base Volume Input [veh/h] | 70 | 1231 | 123 | 358 | 1785 | 71 | 44 | 134 | 53 | 172 | 88 | 329 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 21 | 0 | 13 | 29 | 6 | 5 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 70 | 1252 | 123 | 371 | 1814 | 77 | 49 | 134 | 53 | 172 | 88 | 339 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 18 | 313 | 31 | 93 | 454 | 19 | 12 | 34 | 13 | 43 | 22 | 85 |
| Total Analysis Volume [veh/h] | 70 | 1252 | 123 | 371 | 1814 | 77 | 49 | 134 | 53 | 172 | 88 | 339 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 120 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.26 | 0.08 | 0.12 | 0.39 | 0.39 | 0.03 | 0.06 | 0.06 | 0.05 | 0.09 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.489 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: Victoria Ave (NS) at Wooley Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.667 |

Intersection Setup

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Pocket Length [ft] | 207.00 | 100.00 | 100.00 | 330.00 | 100.00 | 150.00 | 198.00 | 100.00 | 150.00 | 250.00 | 100.00 | 254.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | No | | | No | | | Yes | | |

Volumes

| Name | Victoria Ave | | | Victoria Ave | | | Wooley Rd | | | Wooley Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 136 | 1000 | 81 | 213 | 1510 | 196 | 173 | 274 | 94 | 199 | 186 | 239 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 10 | 0 | 13 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 10 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 136 | 1010 | 81 | 226 | 1524 | 198 | 174 | 274 | 94 | 199 | 186 | 249 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 34 | 253 | 20 | 57 | 381 | 50 | 44 | 69 | 24 | 50 | 47 | 62 |
| Total Analysis Volume [veh/h] | 136 | 1010 | 81 | 226 | 1524 | 198 | 174 | 274 | 94 | 199 | 186 | 249 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 95 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap | Protecte | Permiss | Permiss | Protecte | Permiss | Overlap |
|-------------------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 5 | 2 | 0 | 1 | 6 | 6 | 3 | 8 | 0 | 7 | 4 | 4 |
| Auxiliary Signal Groups | | | | | | 6 | | | | | | 4 |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.09 | 0.23 | 0.23 | 0.14 | 0.32 | 0.12 | 0.11 | 0.09 | 0.06 | 0.12 | 0.06 | 0.16 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.667 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: Patterson Rd (NS) at Gonzales Rd (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.590 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | | ⇌⇌⇌ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |
| Pocket Length [ft] | 205.00 | 100.00 | 100.00 | 243.00 | 100.00 | 850.00 | 217.00 | 100.00 | 100.00 | 215.00 | 100.00 | 199.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Gonzales Rd | | | Gonzales Rd | | |
|---|--------------|--------|--------|--------------|--------|--------|-------------|--------|--------|-------------|--------|--------|
| Base Volume Input [veh/h] | 148 | 37 | 15 | 22 | 66 | 265 | 166 | 702 | 143 | 11 | 713 | 11 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 9 | 9 | 10 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 157 | 46 | 25 | 22 | 73 | 265 | 166 | 702 | 150 | 18 | 713 | 11 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 39 | 12 | 6 | 6 | 18 | 66 | 42 | 176 | 38 | 5 | 178 | 3 |
| Total Analysis Volume [veh/h] | 157 | 46 | 25 | 22 | 73 | 265 | 166 | 702 | 150 | 18 | 713 | 11 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.03 | 0.02 | 0.01 | 0.05 | 0.17 | 0.10 | 0.22 | 0.09 | 0.01 | 0.22 | 0.01 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.590 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 7: Patterson Rd (NS) at Doris Ave (EW)

| | | | |
|------------------|------------|---------------------------|-------|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.504 |

Intersection Setup

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | + | | | +r | | | + | | | +r | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 270.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 177.00 | 100.00 | 100.00 |
| Speed [mph] | 40.00 | | | 40.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Patterson Rd | | | Patterson Rd | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 72 | 66 | 9 | 40 | 76 | 24 | 20 | 353 | 107 | 20 | 174 | 108 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 2 | 5 | 25 | 19 | 8 | 0 | 0 | 11 | 7 | 50 | 24 | 30 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 74 | 71 | 34 | 59 | 84 | 24 | 20 | 364 | 114 | 70 | 198 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 19 | 18 | 9 | 15 | 21 | 6 | 5 | 91 | 29 | 18 | 50 | 35 |
| Total Analysis Volume [veh/h] | 74 | 71 | 34 | 59 | 84 | 24 | 20 | 364 | 114 | 70 | 198 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | |
|------------------|------|
| Cycle Length [s] | 60 |
| Lost time [s] | 0.00 |

Phasing & Timing

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Signal group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|-------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.05 | 0.11 | 0.11 | 0.04 | 0.09 | 0.02 | 0.01 | 0.31 | 0.31 | 0.04 | 0.17 | 0.09 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.504 | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 8: Patterson Rd (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ↩ | | ↩ | | ↩ | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project North Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 147 | 0 | 0 | 203 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 25 | 6 | 3 | 62 | 14 | 7 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 172 | 6 | 3 | 265 | 14 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 43 | 2 | 1 | 66 | 4 | 2 |
| Total Analysis Volume [veh/h] | 172 | 6 | 3 | 265 | 14 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|-------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.58 | 0.00 | 11.52 | 9.34 |
| Movement LOS | A | A | A | A | B | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.01 | 0.00 | 0.10 | 0.10 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.16 | 0.00 | 2.53 | 2.53 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.08 | | 10.79 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 9: Patterson Rd (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

Intersection Setup

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|------------------------|--------------|--------|--------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | ┌ | | ┐ | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Patterson Rd | | Patterson Rd | | Project South Dwy | |
|---|--------------|--------|--------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 147 | 0 | 0 | 203 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 31 | 4 | 28 | 48 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 178 | 4 | 28 | 251 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 45 | 1 | 7 | 63 | 0 | 0 |
| Total Analysis Volume [veh/h] | 178 | 4 | 28 | 251 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.64 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 1.54 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.77 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.46 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 10: Patterson Rd (NS) at Teal Club Rd (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.021 |

Intersection Setup

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|------------------------|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | ↔ | | | ↔ | | | ↔ | | | ↔ | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Northbound | | | Patterson Rd | | | Teal Club Rd | | | Teal Club Rd | | |
|---|------------|--------|--------|--------------|--------|--------|--------------|--------|--------|--------------|--------|--------|
| Base Volume Input [veh/h] | 7 | 17 | 14 | 64 | 8 | 80 | 73 | 144 | 7 | 21 | 124 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 6 | 0 | 42 | 32 | 0 | 0 | 0 | 0 | 3 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 17 | 14 | 70 | 8 | 122 | 105 | 144 | 7 | 21 | 124 | 26 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 4 | 4 | 18 | 2 | 31 | 26 | 36 | 2 | 5 | 31 | 7 |
| Total Analysis Volume [veh/h] | 7 | 17 | 14 | 70 | 8 | 122 | 105 | 144 | 7 | 21 | 124 | 26 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.04 | 0.02 | 0.18 | 0.02 | 0.13 | 0.07 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.21 | 14.31 | 9.41 | 16.05 | 14.56 | 9.72 | 7.71 | 0.00 | 0.00 | 7.56 | 0.00 | 0.00 |
| Movement LOS | C | B | A | C | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.18 | 0.18 | 0.64 | 0.54 | 0.54 | 0.24 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.63 | 4.57 | 4.57 | 15.88 | 13.51 | 13.51 | 5.93 | 0.00 | 0.00 | 1.12 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.85 | | | 12.13 | | | 3.16 | | | 0.93 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 5.84 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 11: Project West Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.018 |

Intersection Setup

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project West Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 7 | 5 | 52 | 3 | 2 | 97 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 5 | 454 | 3 | 2 | 399 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 114 | 1 | 1 | 100 |
| Total Analysis Volume [veh/h] | 7 | 5 | 454 | 3 | 2 | 399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.27 | 9.83 | 0.00 | 0.00 | 8.28 | 0.00 |
| Movement LOS | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.07 | 0.07 | 0.00 | 0.00 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.85 | 1.85 | 0.00 | 0.00 | 0.14 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.42 | | 0.00 | | 0.04 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.19 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 12: Project Central Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.057 |

Intersection Setup

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↔ | | ↑↑ | | ↑↑ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project Center Dwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 23 | 14 | 57 | 0 | 0 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 23 | 14 | 459 | 0 | 0 | 378 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 115 | 0 | 0 | 95 |
| Total Analysis Volume [veh/h] | 23 | 14 | 459 | 0 | 0 | 378 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |



Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.06 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 14.52 | 10.25 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | | | A |
| 95th-Percentile Queue Length [veh] | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 6.07 | 6.07 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.91 | | 0.00 | | 0.00 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.55 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 13: Project East Dwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

Intersection Setup

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|------------------------|------------------|--------|--|--------|---|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | |  | |  | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Project East Dwy | | Doris Ave | | Doris Ave | |
|---|------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 402 | 0 | 0 | 302 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 67 | 4 | 6 | 76 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 469 | 4 | 6 | 378 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 117 | 1 | 2 | 95 |
| Total Analysis Volume [veh/h] | 0 | 0 | 469 | 4 | 6 | 378 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.34 | 0.00 |
| Movement LOS | | | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.13 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.06 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 14: Daffodil Way (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

Intersection Setup

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|------------------------|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 150.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

Volumes

| Name | Daffodil Way | | | Daffodil Way | | | Doris Ave | | | Doris Ave | | |
|---|--------------|--------|--------|--------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 10 | 0 | 10 | 15 | 387 | 0 | 0 | 292 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 6 | 3 | 4 | 0 | 0 | 2 | 0 | 67 | 0 | 0 | 74 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 454 | 0 | 0 | 366 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 1 | 1 | 3 | 0 | 3 | 4 | 114 | 0 | 0 | 92 | 4 |
| Total Analysis Volume [veh/h] | 6 | 3 | 4 | 10 | 0 | 12 | 15 | 454 | 0 | 0 | 366 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | Yes | No | No |
| Number of Storage Spaces in Median | 1 | 1 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 13.60 | 14.36 | 9.73 | 12.96 | 0.00 | 9.41 | 8.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | | A | A | A | | | A | A |
| 95th-Percentile Queue Length [veh] | 0.04 | 0.04 | 0.04 | 0.07 | 0.00 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 1.07 | 0.98 | 0.98 | 1.66 | 0.00 | 1.10 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.58 | | | 11.02 | | | 0.26 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.60 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 15: Middle School Rdwy (NS) at Doris Ave (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.098 |

Intersection Setup

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|------------------------|--------------------|--------|-----------|--------|-----------|--------|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | ↵↵ | | ↵↵ | | ↵ | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Doris Ave | | Doris Ave | |
|---|--------------------|--------|-----------|--------|-----------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 397 | 0 | 0 | 307 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 52 | 29 | 23 | 48 | 25 | 22 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 52 | 29 | 420 | 48 | 25 | 329 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 7 | 105 | 12 | 6 | 82 |
| Total Analysis Volume [veh/h] | 52 | 29 | 420 | 48 | 25 | 329 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | No | No |
| Number of Storage Spaces in Median | 2 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|-------|-------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.00 | 0.00 | 0.02 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.56 | 10.96 | 0.00 | 0.00 | 8.37 | 0.00 |
| Movement LOS | B | B | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.33 | 0.14 | 0.00 | 0.00 | 0.07 | 0.00 |
| 95th-Percentile Queue Length [ft] | 8.15 | 3.59 | 0.00 | 0.00 | 1.75 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.99 | | 0.00 | | 0.59 | |
| Approach LOS | B | | A | | A | |
| d_I, Intersection Delay [s/veh] | 1.31 | | | | | |
| Intersection LOS | B | | | | | |

Intersection Level Of Service Report
Intersection 16: Middle School Rdwy (NS) at Project North Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↶ | | ↷ | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project North Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 20 | 0 | 18 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 81 | 0 | 73 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Movement LOS | A | A | A | A | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 0.00 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

Intersection Level Of Service Report
Intersection 17: Middle School Rdwy (NS) at Project South Dwy (EW)

| | | | |
|------------------|-----------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 8.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.079 |

Intersection Setup

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|------------------------|--------------------|--------|--------------------|--------|-------------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | ↑ | | ↑ | | ←↑ | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | Middle School Rdwy | | Middle School Rdwy | | Project South Dwy | |
|---|--------------------|--------|--------------------|--------|-------------------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 20 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 81 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | No | No | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 8.82 | 8.62 |
| Movement LOS | | A | A | | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 6.43 | 6.43 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.82 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.82 | | | | | |
| Intersection LOS | A | | | | | |

APPENDIX D

Traffic Signal Warrant Worksheets

WARRANT 3, PEAK HOUR (70% FACTOR) (Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Project**

Major Street Name = **Victoria Avenue**

Total of Both Approaches (VPH) = **3768**

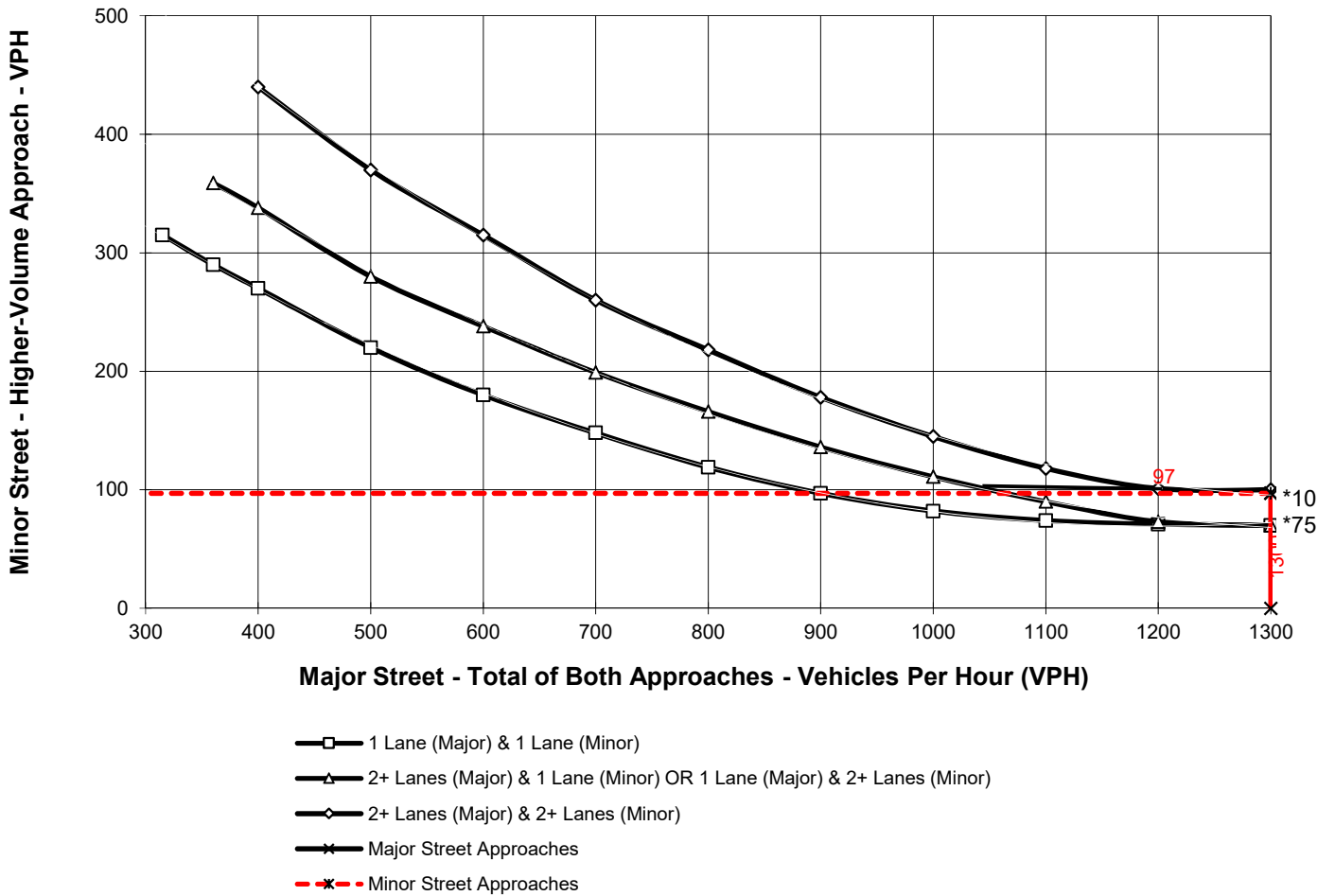
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Teal Club Road**

High Volume Approach (VPH) = **97**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR (70% FACTOR) (Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Project**

Major Street Name = **Doris Avenue**

Total of Both Approaches (VPH) = **624**

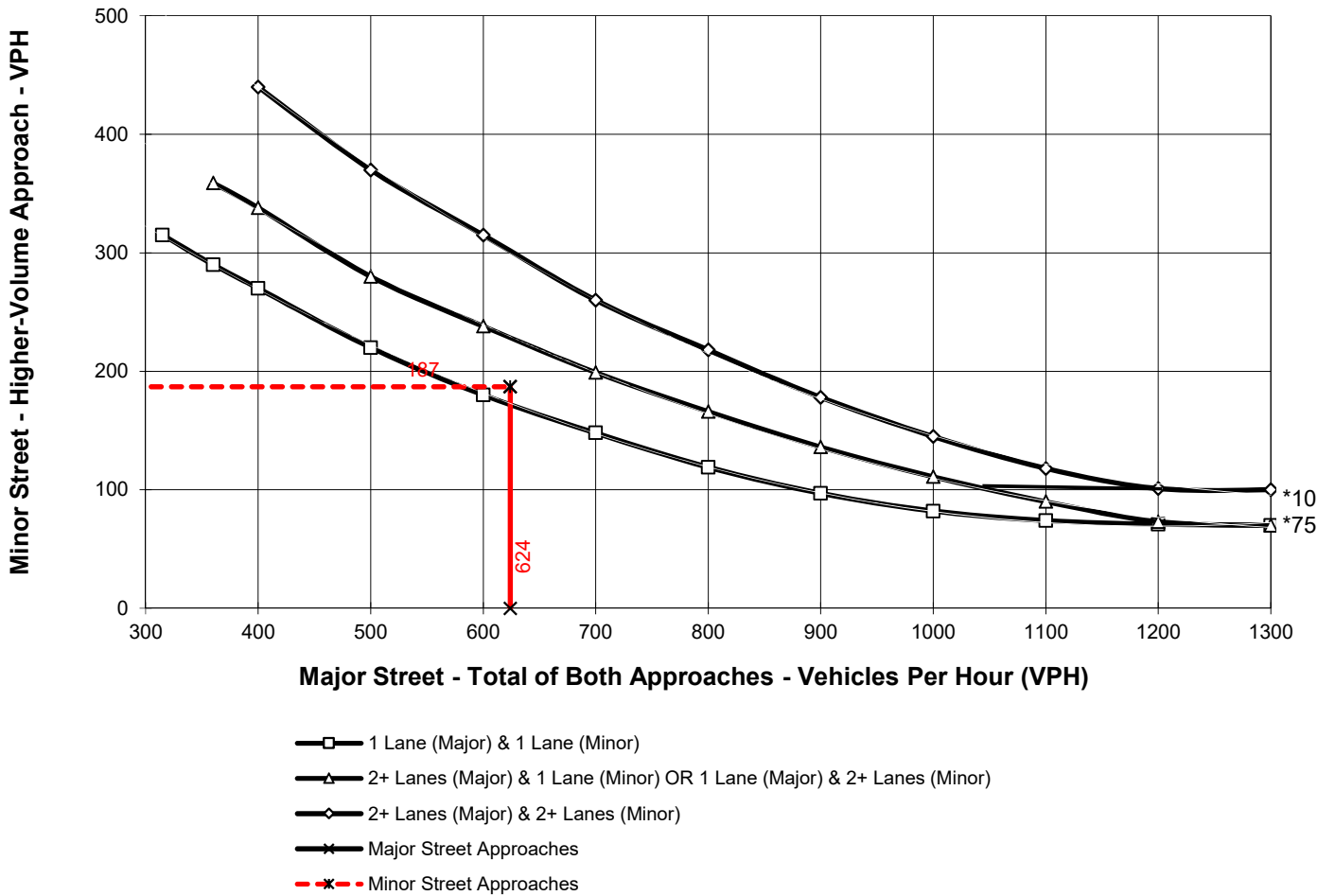
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Patterson Road**

High Volume Approach (VPH) = **187**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



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requires additional pumping restrictions within the FCGMA boundary and currently restricts the use of groundwater conservation credits.

The relevant goals and policies applicable to new schools within the City, water supply, stormwater drainage, gas and electric utilities, and water resources as described in Chapter 4 of the City of Oxnard 2030 General Plan (2011) are described as follows.

Chapter 4 Infrastructure and Community Services

- **ICS-1.2, Development Impacts to Existing Infrastructure:** Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.
 - **Goal ICS-11:** Water supply, quality, distribution, and storage adequate for existing and future development.
 - **ICS-11.6, Water Conservation and/or Recycling Connection as Mitigation:** Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.
 - **ICS-11.7, Water Wise Landscapes:** Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new and replacement landscaping.
 - **ICS-11.10, Water Supply Finding for Smaller Projects:** Prior to approval of a discretionary proposed project not subject to a Water Supply Assessment pursuant to Government Code Section 66473.7, a finding shall be made to ensure an adequate water supply for the proposed development.
 - **ICS-11.12, Water for Irrigation:** Require the use of non-potable water supplies for irrigation of landscape and agriculture, whenever available.
 - **Goal ICS-12:** Adequate capacity at the City Waste Water Treatment Plant to accommodate existing and future development.
 - **ICS-12.3, Wastewater Discharge Monitoring:** Monitor and ensure that discharges comply with approved permits.
 - **ICS-12.5, Sedimentation Control:** Require by conditions of approval that silt and sediment from construction be either minimized or prohibited.
 - **ICS-12.6, Timing of Future Development:** Impose conditions in order to ensure adequate wastewater capacity for proposed new development.

3.15.2 Impact Analysis

3.15.2.1 Methodology

Project impacts to utilities and service systems were evaluated based on information about water supply and associated conveyance infrastructure; wastewater conveyance and treatment infrastructure; storm drain infrastructure; and solid waste disposal systems, described within the Phoenix Civil Engineering, Inc. *Oxnard School District – Doris Avenue/Patterson Road Educational Facilities – Project Water Resource System Analysis* (2017) (Appendix J), TCSP's *Water Supply Assessment* prepared by Milner-Villa Consulting in August 2014, and the *Teal Club Development Infrastructure Review* prepared by Kennedy/Jenks in 2007.

3.15.2.2 Significance Thresholds

The significance criteria for this analysis is from Appendix G of the State CEQA Guidelines. The proposed project would result in a significant impact if it would:

- Exceed wastewater treatment requirements of the applicable regional water quality control board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

3.15.2.3 Project Impacts

Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

The proposed project would generate an estimated 5,130 gallons of domestic wastewater per day with an approximate flow rate of 10.7 gpm. The domestic wastewater would flow to the OWTP, where it would be treated pursuant to the Los Angeles RWQCB requirements. The OWTP has a current capacity of 31.7 mgd with average daily flows of approximately 24.0 mgd. Therefore the OWTP has sufficient treatment capabilities to address domestic wastewater from the proposed project. The proposed project would not exceed wastewater treatment requirements of the applicable regional water quality control board and project impact would be less than significant.

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The City of Oxnard 2030 Master Plan uses a demand of 1,500 gallons per day per acre as the planning level consumption for school sites. This is based on the average water consumption of school sites located in the City and increased to account for future fluctuations. Water for the proposed project would be supplied by the City of Oxnard from an existing 12 inch diameter potable water pipeline that is located within Doris Avenue that extends west from Ventura Avenue to the intersection of Doris Avenue and Patterson Road. It supplies water to the residential tract to the north of the project. The daily flow rates associated with the operation of the proposed project are approximately 37,500 gallons per day (1,500 gpd/ac x 25 ac) that would be consumed as follows;

- School site is 13 acres of buildings/hardscape (1,500 gpd/ac x 13 ac = 19,500 gallons per day [gpd]); and
- Irrigation uses constitute 12 acres (1,500 gpd/ac x 12 ac = 18,000 gpd).

That equates to approximately 2,450 gallons per hour (19,500 gallons/8 hours) assuming an 8 hour day for school occupancy and that the irrigation activities will occur during an 8 hour period at night. The school would be sufficiently supplied by the existing 12 inch diameter water pipeline for this flow rate. No additional pipeline improvements are needed for the potable water system (Phoenix 2017).

Project Memorandum (PM) 2.3 of the City of Oxnard, Public Works Integrated Master Plan (Master Plan) (Carollo Engineers 2015) describes the impacts to the City's water distribution system associated with the projected fire flow demands city-wide. For fire flow for the proposed school, the Master Plan assumed that the facility will be constructed using fire sprinklers. Table B105.1 in the California Building Code (CBC 2016) indicates that a fire flow of 3,000 gallons per minute for 3 hours is required for a building with construction Type IIA (commonly found in new school buildings). A 3,000 gpm flow rate yields a velocity of 8.5 feet per second (fps). Although this is slightly more than the recommended maximum of 7 fps, the duration is short. Therefore, the

existing pipeline is adequate for the potable water and firefighting demands of the school. No additional off-site pipeline infrastructure is required to meet the fire demands of the proposed project (Phoenix 2017).

The proposed project has the capability of taking recycled water from the City's Phase 1A backbone system pipeline located along N. Ventura Road for irrigation use. The pipeline originates at the Advanced Water Purification Facility (APWF) in the southern area of Oxnard that extends to the River Park development at the north end of the City. PM 4.2 of the Master Plan (Carollo Engineers 2015), indicates that the backbone pipeline is 14.5 inches in diameter. The OSD could offset the irrigation demand of the project by extending the recycled water infrastructure to the project site, requiring a pipeline approximately 3,300 feet long. An 8 inch diameter pipeline would be required to meet the proposed project irrigation demands (Phoenix 2017; Carollo Engineers 2015).

The project site is approximately 25 acres in size with irrigated areas accounting for approximately 12.8 acres or 48% of the site area. The irrigation demands for existing and future developments are identified in the Master Plan (Carollo Engineers 2015) with magnitudes greater than the proposed project. Assuming a 50% indoor/50% outdoor use split, the irrigation demand would be 750 gpd/ac (1,500 gpd/ac listed in the Master Plan for schools divided by 2), which equates to a potential recycled water demand for the school site of 3.5 AFY (3 irrigation days per week for 40 weeks – assumed due to mild climate over 12.8 acres converted to AFY). This would require a recycled water pipeline extension from N. Ventura Avenue to the project site to serve recycled water to the irrigation system. This would reduce the proposed project potable water demand by 61% (3.5/5.7 AFY) (Phoenix 2017; Carollo Engineers 2015).

The OWTP has a current capacity to treat 31.7 mgd of wastewater with average daily flows of approximately 24.0 mgd. The City anticipates expansion of the plant to 39.7 mgd by 2020. There currently is and will be sufficient capacity to accommodate the wastewater flows from the proposed school project, as well as from other planned developments (Kennedy/Jenks Consultants, 2007). Therefore, the City of Oxnard has adequate capacity to serve the additional wastewater flow that is anticipated from the proposed project and project impact would be less than significant.

Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The 2003 Drainage System Master Plan identified the necessary storm drain infrastructure needed to serve the Teal Club Specific Plan area that includes the project site. This was prior to the implementation of the MS4 requirements in the late 2000s. Those requirements further restricted developments from direct discharge of stormwater without treatment and/or detention or retention on-site (Phoenix 2017).

The 2003 Drainage System Master Plan recommended improvements in the area of the project Site including storm drainage piping on the east side of Patterson Road from Doris Avenue to Teal Club Road. The proposed facilities are a 30 inch diameter reinforced concrete pipe extending approximately to the southern boundary of the proposed project, and a 36 inch diameter reinforced concrete pipe extending to approximately 250 feet from the intersection with Teal Club Road. At Teal Club Road, the storm drainage system would transition to a 42 inch diameter reinforced concrete pipe. These facilities have not been constructed (Phoenix 2017).

The proposed project would incorporate the requirements of the Ventura County TGM (2015), including the detention of the anticipated storm flows generated from certain storm events as well as proprietary filtration systems as part of the post construction best management practices. On-site hydrodynamic treatment systems will treat the stormwater prior to discharge to the off-site system. The proposed project anticipates having to install the identified storm drainage piping infrastructure along Patterson Road from the Project site to the existing Teal Club Road facility.

The proposed 25-acre project site would include approximately 12.8 acres of pervious areas (48% of the site area, with the remainder comprised of hardscape (pavement, parking lots, and structures). Curb and gutter improvements would be installed along the north and south sides of the project site. A paved access road would

be installed along on the east side of the project site with curb and gutter along the west side. These improvements would route stormwater around the parcel from adjacent areas. Post construction BMPs would be employed to manage the storm flows generated by the hardscape project areas. Stormwater improvement at the project site would be designed in accordance with the Ventura County TGM (2015). BMPs such as a dry extended detention basin coupled with hydrodynamic separation devices for the parking lot areas will be used (Phoenix 2017).

The following 24 hour rainfall events for the project site area are listed in the 2017 Ventura County Hydrology Manual:

- 10 year = 4.01 inches;
- 25 year = 4.81 inches;
- 50 year = 5.39 inches; and
- 100 year = 5.97 inches (Phoenix 2017).

Soccer fields occupying an area of 6.7 acres are planned for the southern portion of the project site. The soccer fields would be constructed to collect and detain the storm runoff from the project area by being depressed 8 inches below the surrounding grade or conversely an 8 inch tall earthen berm would be constructed along the western, eastern and southern boundaries. The soccer field area would capable of collecting 195,640 cubic feet (4.5 acre feet) of runoff. This runoff could be detained for up to two days and then the remainder released to the existing agriculture ditch or concrete pipe system recommended in the 2003 Drainage System Master Plan. Preliminary calculations indicate that 5 acre feet of runoff would be generated by a 100 year storm event. The project site could detain that volume with only 0.5 acre feet of runoff discharged off-site (Phoenix 2017).

The parking lot areas would drain to the soccer field detention areas. Stormwater runoff from the parking lot areas would be filtered to collect the trash, debris and oil/petroleum products out of the runoff prior to discharge onto the soccer field detention areas. Each parking lot area would have an individual device for treating stormwater runoff from that specific area. The hydrodynamic filter systems will be identified as part of the project design efforts. Rooftop runoff will be concentrated in gutters and directed to nearby landscape areas located within the campus to promote percolation whenever possible (Phoenix 2017).

Since buildout of the project site was anticipated in the 2003 Drainage System Master Plan and would fulfill the requirements of MS4, the proposed project would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects and project impact would be less than significant.

Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?

The City of Oxnard would provide water for the proposed project as part of annexation to the City. The City of Oxnard obtains water from local groundwater, groundwater from the UWCD, and imported water from CMWD. The City of Oxnard's historical water supply has fluctuated between 26,919 and 28,826 acre feet per year or an upper limit of 25 million gallons per day (Phoenix 2017). The projected water supplies in the City of Oxnard 2015 Urban Water Management Plan are 40,341 acre feet for 2020, and 54,341 acre feet for 2025, 2030, 2035, and 2040 (MNS Engineers, Inc. 2016).

The CMWD is a wholesale supplier of water to the City of Oxnard. CMWD purchases water from the Metropolitan Water District of Southern California (MWD). Through annexation to the City of Oxnard, the project would be annexed to CWMD and therefore to the MWD as well, and MWD's approval of the annexation is required (CMWD 2016).

Land on which the proposed projects would be built is not presently within the boundaries of CMWD or MWD. The Administrative Codes of both agencies state that water delivered by their systems may be used only within their respective service area boundaries. CMWD purchases all of its potable water from MWD. MWD supplies water from the Colorado River and the State Water Project for municipal, industrial and agricultural uses within its

service area. Annexation to CMWD and MWD of the land under consideration is necessary to allow annexation to and water service by the City of Oxnard (CMWD 2017).

Annexation procedures for MWD are defined in Section 3500 of the Metropolitan Water District Act, which are also observed by CMWD. In addition, annexations to CMWD are subject to Part 8 of CMWD's Administrative Code. Annexation is also subject to approval by the Ventura Local Agency Formation Commission and any terms and conditions the Commission may apply. Pursuant to Section 56017 of Part 1, Chapter 2, of the Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000, annexation means the annexation, inclusion, attachment, or addition of territory to a city or district. This action will require amendment of the Spheres of Influence of CMWD and MWD (CMWD 2017).

CMWD and MWD have in place Water Standby Charges. In the course of annexation, such charges will be fixed for the subject property. Water Standby Charges are assessed to pay for the benefits that properties receive from the projects and facilities provided by CMWD and MWD, whether or not they receive water from CMWD and MWD (CMWD 2017).

This administrative change in water service areas would have a less than significant impact (CMWD 2017).

The City of Oxnard 2030 Master Plan indicates that the City has already exceeded the reduction limits established by the State of California 2010 Urban Water Management Plan (UWMP) assuming the mandated 132 gallons per capita per day (gpcd) value was used. The use of the mandated consumption value for planning purposes was conservative (City of Oxnard 2011).

The project site is currently in active agriculture use and is planted with row crops. The estimated annual water demand for property with similar agricultural use is approximately 3.2 AFY per acre (Milner-Villa 2014). The proposed project is 25 acres. Therefore, the estimated current agricultural water demand for the project site is 80 AFY. This current demand is served by private wells located on the property.

The City of Oxnard 2030 Master Plan uses a demand of 1,500 gallons per day per acre as the planning level consumption for school sites. This is based on the average water consumption of school sites located in the City and increased to account for future fluctuations. The daily flow rates associated with the operation of the proposed project are approximately 37,500 gallons per day (1,500 gpd/ac x 25 ac) that would be consumed as follows:

- School site is 13 acres of buildings/hardscape (1,500 gpd/ac x 13 ac = 19,500 gpd); and
- Irrigation uses constitute 12 acres (1,500 gpd/ac x 12 ac = 18,000 gpd) (Phoenix 2017).

Using the City of Oxnard 2030 Master Plan assumptions presented above and assuming a standard school year education schedule of 181 days, the school site building/hardscape water usage would be 19,500 gpd x 181 days per year = 3,529,500 gallons per year (10.8 AFY). Assuming that the irrigated areas of the school required irrigation 3 days per week for 40 weeks per year, the irrigated area water usage would be 18,000 gpd x 3 days/week x 40 weeks/year = 2,160,000 gallons per year (6.6 AFY). The total estimated annual project water usage would be 17.4 AFY, which is 22% of the current estimated water demand under agricultural land use of 80 AFY.

The City of Oxnard's Water Neutrality Policy was first established in 2008 and reaffirmed in 2011. The Water Neutrality Policy requires that all new development approved within the City must offset the water demand associated with the project with a supplemental water supply. As noted above, "new development" includes all planned (anticipated in the 2030 General Plan) and any unplanned future development occurring in the City. Under the policy, a development can be water neutral by meeting its projected demand through: existing FCGMA groundwater allocations that are transferred to the City; contributing to increased efficiency by funding water conservation or recycled water retrofit projects; providing additional water supplies; or any combination of these options. While this City policy has not been codified, it has been applied to every development project approved since 2008.

The City of Oxnard's Water Neutrality Policy would require the OSD to demonstrate access to water supplies that meets or exceeds projected demands. The proposed project would achieve neutrality through contributing water rights, water supplies, or financial or physical offsets to the City of Oxnard that would ensure adequate water supply to address Project water demands. This may be achieved through transfers of FCGMA groundwater allocations to the City of Oxnard through agricultural conversion, contributing to expansions of the City's recycled water system through physical or financial contributions, and participation in water conservation projects that produce measurable sustainable water savings. Non-potable water demands, to be met with City recycled water, would be separate. A primary goal is to ensure that the proposed project water supplies consist of 100% local and sustainable sources including local groundwater and recycled water.

The OSD anticipates compliance with the City's Water Neutrality Policy. The OSD will transfer groundwater allocations to the City upon final approval of the project. The FCGMA Ordinance Code allows an allocation of 2 acre-feet per year per acre for converting historical agricultural groundwater allocations to municipal allocations (FCGMA Ordinance Code, Section 5.3.3). In addition, the conversion rate of 2 acre-feet per year is also subject to a reduction of 25% as per FCGMA Ordinance Code, Section 5.4. Therefore, the applicant will transfer approximately 37.5 AFY to the City (25 ac project area x 2 AFY/ac x 0.75). This transfer of historical groundwater extraction allocations is greater than the total estimated annual project water demand (i.e., 17.4 AFY). Therefore, the project would have sufficient water supplies available to serve the project from existing entitlements and resources the project impact would be less than significant.

Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The OWTP has a current capacity to treated 31.7 mgd of wastewater with average daily flows of approximately 24.0 mgd. The City anticipates expansion of the plant to 39.7 mgd by 2020. There would be sufficient capacity to accommodate the wastewater flows from the proposed project, as well as from other planned developments (Kennedy/Jenks Consultants 2007). Therefore, project impact would be less than significant.

3.15.2.4 Cumulative Impacts

The analysis provided is cumulative in nature and considers the demand for water from existing and future development in the City. The planned sources of water supply would be sufficient to accommodate projected citywide demand; therefore the cumulative impacts to water supply would not be significant. Additionally, the proposed project and all future development projects in the City will be required to comply with standard water conservation requirements of the City, State, and California Building Code. These include the use of low-flush toilets and urinals, compliance with statewide efficiency standards for shower heads and faucets, and insulation of pipes to reduce water used before hot water reaches equipment or fixtures. The contribution of the proposed project would not be cumulatively considerable.

The demands on the OWTP would continue to increase with construction of cumulative projects. The plant currently has the capacity to accommodate up to 31.7 mgd (with 7.7 mgd of available capacity) and treatment plant upgrades that would not generate additional capacity are currently in the planning process. Therefore, the current capacity of the OWTP is sufficient to serve planned and pending development. The City general fund monies and wastewater treatment connection fees provide revenue for the necessary replacement and improvements to the wastewater treatment plant. Therefore, cumulative impacts relating to the local wastewater system are considered less than significant.

3.15.2.5 Mitigation Measures

No Mitigation Measures are required.

3.15.2.6 Level of Impact After Mitigation

No Mitigation Measures are required; project impact would be less than significant.

EXHIBIT “C”
Resolution #17-30

STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA § 21081(b) and CEQA Guidelines § 15093, the Board of Trustees has balanced the benefits of the proposed Doris/Patterson project (the “Project”) against the unavoidable adverse impacts associated with the Project and has adopted all feasible mitigation measures. The Board of Trustees has also examined alternatives to the Project, none of which meets both the Project objectives and is environmentally preferable to the Project. The Reduced Project Alternative was determined to be environmentally superior to the Proposed Project. However, the Reduced Project Alternative does not fulfill all of the objectives as compared to the Proposed Project and would still result in significant and unavoidable impacts. Therefore, the Reduced Project Alternative is not being considered for development.

In recent years, the Oxnard School District (“District”) has experienced a significant increase in student population, which has resulted in overcrowding conditions at the District’s schools. In addition, studies conducted on behalf of the District have projected that enrollment will continue to grow, peaking in 2021 at approximately 18,900 students, assuming the City of Oxnard approves pending development permits. To alleviate overcrowding and to accommodate the anticipated growth of the student population, the District has determined that it needs to construct new permanent school facilities.

In addition, the current site of the District’s administrative office does not allow optimal configuration in support of a professional work environment. The District has determined that it needs to construct a new District Support Center to house District administration and office functions more effectively and efficiently.

The Board of Trustees finds that the Project’s benefits outweigh the Project’s significant and unavoidable impacts, that are not mitigated to less than significant levels. The Board of Trustees finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the Project notwithstanding the Project’s significant unavoidable impacts. Provision of the needed educational and administrative facilities would provide the following public benefits:

- Alleviates current overcrowding conditions at schools within the District
- Accommodates the anticipated growth of the District’s student population
- Provides the District’s students with state-of-the-art, efficient educational facilities promised under the District’s Measures D and R that will maximize the students’ learning potential
- Provides the District’s students and community with additional recreational facilities
- Provides the District with a facility that will allow its administration and office functions to be performed effectively and efficiently within an acceptable professional work environment

The goals of the District are to provide the highest quality educational experiences for each of its students. The education will help them to become contributing members of society by carefully and deliberately building the knowledge, skill and values they will need to meet the challenges of a changing world. The Board of Trustees has determined that the Project will assist in achieving these goals.

In accordance with CEQA Guidelines Section 15093, the District, in determining whether or not to approve the project, balanced the economic, social, technological, and other benefits of the project against its unavoidable environmental impacts, and has found that the benefits of the project outweigh the significant adverse environmental effects that are not mitigated to less than significant levels.

Accordingly, the Board of Trustees adopts the Statement of Overriding Considerations, recognizing the unavoidable significant impacts will result from implementation of the Project. Having (a) adopted all feasible mitigation measures to reduce most of the environmental impacts to less than significant; (b) rejected alternatives to the Project; and (c) recognized all unavoidable significant impacts; the Board of Trustees hereby finds that each of the separate benefits of the Project, as stated herein, is determined to be unto itself an overriding consideration, independent of the other benefits, and warrants approval of the Doris/Patterson Project.

EXHIBIT "D"
Resolution #17-30

**MITIGATION MONITORING AND REPORTING PROGRAM:
DORIS AVENUE/PATTERSON ROAD EDUCATIONAL FACILITIES PROJECT
OXNARD SCHOOL DISTRICT
OXNARD, CA**

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|----------------------------|-------------------------|-----------|-------------------|----------------|
| Air Quality | | | | | | |
| AQ-1 | During project construction the contractor shall ensure that: <ul style="list-style-type: none"> • All soil excavated or graded shall be sufficiently watered to prevent excessive dust. Watering shall occur as needed with complete coverage of disturbed soil areas. Watering shall be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations. • All clearing, earth moving, and excavation activities shall cease during periods of winds greater than 20 miles per hour (mph) (averaged over one hour), if disturbed material is easily windblown, or when dust plumes of 20% or greater opacity impact public roads, occupied structures, or neighboring property. | During Construction | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|------------|-------------------|-----------|-------------------|----------------|
| | <ul style="list-style-type: none"> • All fine material transported off site shall be either sufficiently watered or securely covered to prevent excessive dust. • All haul trucks shall be required to exit the site via an access point where a gravel pad or grizzly has been installed. • Stockpiles of soil or other fine loose material shall be stabilized by watering or other appropriate method to prevent wind-blown fugitive dust. • Once initial leveling has ceased, all inactive soil areas within the construction site shall either be seeded and watered until plant growth is evident, treated with a dust palliative, or watered twice daily until soil has sufficiently crusted to prevent fugitive dust emission. • On-site vehicle speed should be limited to 15 mph. • All areas with vehicle traffic should be paved, treated with dust palliatives or watered a minimum of twice daily. | | | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|-----------------------|-------------------|-----------|-------------------|----------------|
| | <ul style="list-style-type: none"> • Properly maintain and tune all internal combustion engine powered equipment; • Require employees and subcontractors to comply with the CARB idling restrictions for compression ignition engines; and use California ultra-low sulfur diesel fuel; use construction equipment with Tier 2 engines; and use interior and exterior paint with a VOC content of 100 grams per liter. • Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible to the public off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours. | | | | | |
| Biology | | | | | | |
| BIO-1 | Prior to construction, the general contractor shall have a preconstruction nesting bird survey conducted by a qualified biologist, prior to the use of heavy machinery or significant ground disturbance, at the ornamental tree stand north of the site and at the telephone poles west | Prior to Construction | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|----------------------|---------------------|-----------|-------------------|----------------|
| | <p>and south of the site if activities are conducted within the breeding season for birds (February 15 – September 15). If any migratory or federally or state listed species birds are found to be actively nesting within 250 feet of the designated construction area, an appropriate exclusionary buffer around the active nest shall be established by the qualified biologist. The buffer distance will be determined based on the specific nesting bird species, and would be maintained until the birds have fledged from the nest. Active nests and buffers would be monitored initially by a qualified biologist to determine if active nests are being adversely affected by project activities.</p> | | | | | |
| BIO-2 | <p>Prior to disturbance of the on-site agricultural irrigation ditches, the Project Manager shall initiate coordination with the ACOE under CWA Section 404 so that a jurisdictional determination regarding the ditches can be made. If the ACOE determines that any of the ditches are jurisdictional, appropriate authorizations under the Nationwide Permit Program will be implemented. The Project Manager will also seek</p> | Prior to Disturbance | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|---------------------------|--|----------------------|---------------------|-----------|-------------------|----------------|
| | authorization from the RWQCB under CWA Section 401, if required. | | | | | |
| BIO-3 | Prior to disturbance of the on-site agricultural irrigation ditches, the Project Manager shall initiate coordination with the CDFW under Section 1602 of the California Fish and Game Code so that a jurisdictional determination regarding the ditches can be made. If the CDFW determines that any of the ditches are jurisdictional, a Streambed Alteration Agreement may be required. | Prior to Disturbance | OSD (Contractor) | | | |
| Cultural Resources | | | | | | |
| CUL-1 | Prior to any proposed construction ground disturbing activities within the Project APE, the District Project Manager will require the construction contractor to provide for all non-cultural resources personnel to be briefed, by a qualified project archaeologist (retained on-call by construction contractor) about the potential and procedures for an inadvertent discovery of prehistoric and historic archaeological resources. In addition, the training will include established procedures for temporarily halting or redirecting work in the event of a discovery, | Prior to Disturbance | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|---------------------|-------------------|-----------|-------------------|----------------|
| | <p>identification and evaluation procedures for finds, and a discussion on the importance of, and the legal basis for, the protection of archaeological resources. Personnel will be given a training brochure/handout regarding identification of cultural resources, protocols for inadvertent discoveries, and contact procedures in the event of a discovery.</p> | | | | | |
| CUL-2 | <p>If proposed project construction ground disturbing activities will reach depths containing undisturbed native soils (below 24 inches), the qualified project archaeologist will prepare an archaeological monitoring plan and a qualified archaeological monitor and Native American monitor (if requested) will be present on-site during ground disturbing activities that occur within native soils. If any cultural resources are identified by the monitor(s) during ground disturbing activities, the resource will be treated as an inadvertent discovery and the protocols outlined in the monitoring plan will be adhered to. In general, if cultural resources are encountered during ground disturbing activities in native soils, the</p> | During Construction | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|----------------------|-------------------|-----------|-------------------|----------------|
| | <p>archaeological monitor will stop work within 100-feet of the find in order to assess its significance. Construction activities can continue outside the established 100-foot radius exclusion zone. Work may not resume within the 100 feet exclusion zone until the Project Archaeologist can evaluate the significance of the find and complete any necessary recordation and evaluation of the find (may include recording, testing and/or data recovery efforts) in consultation with the Oxnard School District. Construction will not proceed within the 100-foot area around the discovery until the appropriate approvals are obtained. Mr. Patrick Tumamait of the Barbareno Ventureno Band of Mission Indians, requested to be notified in the event of an inadvertent discovery. If requested by interested Tribes, a Native American Monitor will also be present during construction ground disturbing activities. A final report documenting the results of the monitoring program will be prepared by the qualified project archaeologist.</p> | | | | | |
| CUL-3 | Prior to any ground-disturbing activities, the District Project Manager will require the construction | Prior to Disturbance | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|------------|-------------------|-----------|-------------------|----------------|
| | <p>contractor to have a Paleontological Resource Impact Mitigation Program (PRIMP) prepared by a qualified paleontologist if project construction will exceed Holocene soils. The qualified paleontologist will also attend the worker environmental awareness program training and provide information on paleontological resources and a brochure/handout outlining procedures in the event of a paleontological find during construction. The District Project Manager will require the construction contractor to initiate implementation of the PRIMP at the beginning of ground disturbing activities. The PRIMP will address and define the following specific activities and responsibilities:</p> <ul style="list-style-type: none"> • Full-time monitoring by a qualified paleontologist during all grading and excavation extending more than 10 feet (ft) below ground surface (bgs) or beyond Holocene deposits. • Spot-check monitoring by a qualified paleontologist for all grading and excavation between 5 and 10 ft bgs to determine whether older | | | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|-----------------------|-------------------|-----------|-------------------|----------------|
| | <p>sediments with a potential to contain paleontological resources are present.</p> <ul style="list-style-type: none"> • Procedures for project personnel and/or paleontological monitor to halt work and temporarily redirect construction away from an area if paleontological resources are encountered during grading or excavation in order to assess the significance of the find. • Procedures for recommendations regarding level of monitoring effort (e.g. spot check, full-time) depending upon sensitivity of soil depth, identification of finds, etc. • Procedures for handling collected material and curation. • Procedures for reporting and documenting the results of the monitoring program. • Provide brochure of environmental awareness training | | | | | |
| Geology | | | | | | |
| GEO-1 | The building design for structures at the Project shall use geotechnical | Prior to Construction | OSD (Architect) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|-----------------------|-------------------|-----------|-------------------|----------------|
| | <p>building design recommendations that are based on a site specific ground motion hazard analysis for the Project site performed in accordance with ASCE 7-10 (ASCE 2013) Chapter 21 as modified by Section 1803A.6 of the 2016 CBC (CBSC 2016). The site specific ground motion hazard analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.</p> | | | | | |
| GEO-2 | <p>The building design for structures at the Project shall use geotechnical building design recommendations that are based on a site specific evaluation of the liquefaction potential performed in accordance with the 2013 CBC (CBSC 2016) and the methods in the Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A (CGS 2008). The site specific liquefaction potential analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.</p> | Prior to Construction | OSD (Architect) | | | |
| GEO-3 | <p>Potential soil erosion that would occur during construction activities, including site grading, structure assembly, and utility extension shall be reduced to a less than significant level with standard erosion mitigation</p> | During Construction | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|-----------------------|-------------------|-----------|-------------------|----------------|
| | measures, including the use of hay bales and other erosion control devices as determined by site-specific conditions, limiting construction to the dry season, and soil wetting, applied as required under applicable regulatory guidelines and standards. | | | | | |
| GEO-4 | Special foundation design procedures in the building design for structures at the Project use the geotechnical building foundation design recommendations in the 2017 ESSE Geotechnical Report (ESSC 2017) that are based on a site specific evaluation of the expansive soils potential. The site specific expansive soil analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA. | Prior to Construction | OSD (Architect) | | | |
| Hazards | | | | | | |
| HAZ-1 | Project development plans shall take the presence of the high-volume municipal water distribution pipeline into consideration with the goal of minimizing student and staff use of areas within 25 feet of the pipeline alignment. Land within this area shall be considered for low average occupancy level uses, such as parking lots, or designated as landscaped "buffer" areas. | Prior to Construction | OSD (Architect) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|-----------------------|---------------------|-----------|-------------------|----------------|
| HAZ-2 | All emergency plan(s) that are prepared for the educational facilities shall identify the presence of the high-pressure natural gas pipeline and the high-volume municipal water distribution pipeline and include an emergency contact list with phone numbers to be used in the event of an incident. | Prior to Operation | OSD | | | |
| HAZ-3 | A Land Use Covenant shall be prepared, approved by DTSC, recorded with the County of Ventura Recorder's Office and implemented in accordance with DTSC requirements. This Land Use Covenant will insure that the project site's future use is restricted to non-residential purposes. | Prior to Construction | OSD | | | |
| HAZ-4 | During grading and project construction activities the DTSC approved SMP shall be implemented to the satisfaction of DTSC. | During Construction | OSD (Contractor) | | | |
| HAZ-5 | Prior to completion of final design, plans shall be submitted to the FAA for an obstruction evaluation to determine if buildings and other elements (including construction activities) would penetrate the FAR Part 77-specified "notice surface." | Prior to Construction | OSD (Architect) | | | |
| HAZ-6 | OSD shall prepare a site disaster plan that accounts for a potential aircraft accident scenario. The plan shall be | Prior to Operation | OSD | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|---------------------|-------------------|-----------|-------------------|----------------|
| | available to all employees and student (guardians). | | | | | |
| HAZ-7 | OSD shall provide notification on an annual basis to all employees and student (guardians) that the project site is located within the Traffic Pattern Zone of Oxnard Airport. | Annually | OSD | | | |
| Hydrology | | | | | | |
| HYDRO-1 | If perched groundwater is encountered during construction, the OSD shall apply for coverage under the Los Angeles RWQCB's Groundwater Discharge Permit, and adhere to the permit provisions therein. | During Construction | OSD (Contractor) | | | |
| HYDRO-2 | The OSD shall develop and implement a site evacuation plan to be implemented in conjunction with the County of Ventura OES Dam Failure Response Plan. | Prior to Operation | OSD | | | |
| Noise | | | | | | |
| N-1 | Construction noise levels fluctuate depending on the construction phase, equipment type and duration of use; distance between noise source and sensitive receptor; and the presence or absence of barriers between noise source and receptors. Therefore, the Project proponent should require construction contractors to limit standard construction activities as follows: | During Construction | OSD (Contractor) | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|------------|-------------------|-----------|-------------------|----------------|
| | <ul style="list-style-type: none"> • Equipment and trucks used for Project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. In addition, the time allowed for equipment and trucks to idle will be limited to the extent practicable. • Stationary noise sources shall be located as far from adjacent receptors as possible and shall be muffled and enclosed within temporary sheds, incorporate insulation barriers or other measures to the extent feasible. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for Project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools | | | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|----------------------------------|-------------------|-----------|-------------------|----------------|
| | <p>is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible. This could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible.</p> <ul style="list-style-type: none"> • Heavy construction equipment operations should be limited during the school period when classrooms are being utilized in the adjacent building. • When heavy construction activities are located within 75 feet of a residential structure deploy a temporary portable sound barrier between the construction activities and nearest sensitive receptor. | | | | | |
| Traffic | | | | | | |
| TRAF-1 | Victoria Avenue (NS) at Doris Avenue (EW). The Oxnard School District will be required to pay their fair share contribution for improvements as determined by the City's Traffic | Prior to 2020 School Development | OSD | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|---|----------------------------------|-------------------|-----------|-------------------|----------------|
| | Engineering Department for intersection improvements at Victoria Avenue (NS) at Doris Avenue (EW) based on the project's trip generation and distribution. Payments shall occur prior to occupancy clearance for any portion of 2020 school development. | | | | | |
| TRAF-2 | Victoria Avenue (NS) at Teal Club Road (EW). The Oxnard School District will be required to pay their fair share contribution for improvements as determined by the City's Traffic Engineering Department for intersection improvements at Victoria (NS) at Teal Club Road (EW) based on the project's trip generation and distribution. Payments shall occur prior to occupancy clearance for any portion of 2020 school development. | Prior to 2020 School Development | OSD | | | |
| TRAF-3 | Patterson Road (NS) at Doris Avenue (EW). Implement improvements on Patterson Road between Doris Avenue and Teal Club Road to widen this roadway segment to local arterial standards. The Oxnard School District will be required to pay their fair share contribution for improvements as determined by the City's Traffic Engineering Department based on the | Prior to 2025 | OSD | | | |

| Mitigation Measure | Requirements of Measure | Time Frame | Responsible Party | Completed | Initials and Date | Notes/Comments |
|--------------------|--|----------------------------------|-------------------|-----------|-------------------|----------------|
| | project's trip generation and distribution. Payments shall occur prior to occupancy clearance for any portion of 2025 Phase 2 Teal Club development. | | | | | |
| TRAF-4 | Patterson Road (NS) at Doris Avenue (EW). The Oxnard School District will be required to pay their fair share contribution for improvements as determined by the City's Traffic Engineering Department based on the project's trip generation and distribution. Payments shall occur prior to occupancy clearance for any portion of 2020 school development. | Prior to 2020 School Development | OSD | | | |

BOARD AGENDA ITEM

Name of Contributor: Janet Penanhoat

Date of Meeting: March 21, 2018

STUDY SESSION _____
CLOSED SESSION _____
SECTION A-1: PRELIMINARY _____
SECTION A-II: REPORTS _____
SECTION B: HEARINGS _____
SECTION C: CONSENT AGENDA _____

Agreement Category:
_____ Academic
_____ Enrichment
_____ Special Education
_____ Support Services
_____ Personnel
_____ Legal
_____ Facilities

SECTION D: ACTION _____
SECTION F: BOARD POLICIES 1ST Reading X 2nd Reading _____

REQUEST FOR APPROVAL OF RESOLUTION #17-29 ADOPTING A SUPPLEMENTARY RETIREMENT PLAN AND AGREEMENT #17-281 WITH PARS TO PROVIDE CONSULTATION SERVICES (Penanhoat)

The administration desires to offer a Supplementary Retirement Plan to eligible employees as a way to improve the district’s fiscal position. Public Agency Retirement Services (PARS) is able to provide a retirement incentive program supplementing STRS/PERS and qualifying under the relevant sections of Section 403(b) of the Internal Revenue Code.

The retirement incentive may only be implemented if it benefits the district fiscally. An analysis of all proposed resignations will be conducted to determine whether the incentive will result in a savings to the district. If it is demonstrated that the plan will not result in a savings, the retirement incentive will be withdrawn and resignations may be rescinded.

Resolution #17-29 and Agreement #17-281 with PARS are presented herewith for the Board’s consideration.

FISCAL IMPACT

- Anticipated savings of \$1.3 Million over 5 years to the General Fund.
- If the plan is not implemented, OSD will pay PARS a one-time cancellation fee of \$5,000, to be paid from the General Fund.

TERM: March 21, 2018 – March 20, 2023. Automatically renews for successive twelve-month periods following the term unless canceled pursuant to the terms of the agreement. Automatically terminates following the benefit payment to the last surviving participant.

RECOMMENDATION

It is the recommendation of the Assistant Superintendent, Business & Fiscal Services, that the Board of Trustees approve Resolution #17-29 and Agreement #17-281 with PARS as outlined above.

ADDITIONAL MATERIAL

Attached: Resolution #17-29 (2 pages)
Agreement #17-281 – PARS (8 pages)

RESOLUTION #17-29

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE OXNARD SCHOOL DISTRICT,
VENTURA COUNTY, CALIFORNIA, AUTHORIZING THE PROVISION OF A SUPPLEMENTARY
RETIREMENT PLAN TO ELIGIBLE EMPLOYEES**

WHEREAS it is determined to be in the best fiscal interest of the Oxnard School District and its employees to provide a retirement incentive offer to eligible employees who wish to voluntarily exercise their option to separate from District Service;

WHEREAS there is no cash option available to employees in lieu of this retirement incentive offer;

WHEREAS Public Agency Retirement Services (PARS) has made available to the District a Supplementary Retirement Plan, a retirement incentive program supplementing STRS/PERS, and qualifying under the relevant sections of Section 403(b) of the Internal Revenue Code;

WHEREAS the District, pursuant to applicable policy and/or a collective bargaining agreement, desires to adopt the Supplementary Retirement Plan and to fund the incentive through nonelective employer, post-employment contributions to the PARS designated 403(b) provider.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Board of Trustees of the District hereby adopts the PARS Supplementary Retirement Plan, as part of the District retirement program, effective March 21, 2018; and
2. The retirement incentive must meet the District's fiscal and operational objectives in order for the plan to go into effect. If these goals are not reached, the District may withdraw the retirement incentive. If the District withdraws the retirement incentive, resignations may be rescinded; and
3. The Board of Trustees of the District hereby appoints the Assistant Superintendent, Business & Fiscal Services, or his/her successor or his/her designee as the District's Plan Administrator; and
4. The District's PARS Plan Administrator is hereby authorized to execute the contracts, custodial agreement facilitating the payment of contributions to the 403(b) arrangement, and other legal documents related to a trust or the plan on behalf of the District and to take whatever additional actions are necessary to maintain the District's participation in the plan and to maintain compliance of any relevant regulations issued.

PASSED AND ADOPTED by the Board of Trustees of the Oxnard School District the 21st day of March, 2018.

Signed:

President of the Board of Trustees of the
OXNARD SCHOOL DISTRICT

Clerk of the Board of Trustees of the
OXNARD SCHOOL DISTRICT

CLERK'S CERTIFICATE

I, Ernie "Mo" Morrison, Clerk of the Board of Trustees of the OXNARD SCHOOL DISTRICT, hereby certify that the foregoing is a full, true, and correct copy of Resolution #17-29 adopted at a regular meeting place thereof on the 21st day of March, 2018, of which meeting all the members of said Board of Trustees had due notice and at which a majority thereof were present, and that at said meeting said Resolution was adopted by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

ABSTENTIONS: _____

An agenda of said meeting was posted at least 72 hours before said meeting at Oxnard, California, a location freely accessible to members of the public, and a brief general description of said Resolution appeared on said agenda.

I further certify that I have carefully compared the same with the original minutes of said meeting on file and of record in my office; that the foregoing Resolution is a full, true and correct copy of the original Resolution adopted at said board meeting and entered in said minutes; and that said Resolution has not been amended, modified or rescinded since the date of its adoption, and the same is now in full force and effect.

Dated: March 21, 2018

Clerk of the Board of Trustees of the
OXNARD SCHOOL DISTRICT

OSD AGREEMENT #17-281

AGREEMENT FOR ADMINISTRATIVE SERVICES

This agreement ("Agreement") is made this 21st day of March, 2018, by and between Phase II Systems, a corporation organized and existing under the laws of the State of California, doing business as Public Agency Retirement Services and PARS (hereinafter "PARS") and the Oxnard School District ("Agency").

WHEREAS, the Agency is desirous of retaining PARS to act as administrator to assist the Agency in the establishment of early retirement incentive programs through contributions to purchase an *IRC 403(b)* fixed annuity contract ("Plan"), for the benefit of Agency's eligible employees and their beneficiaries ("Participants"); and

WHEREAS, the Agency wishes for PARS to provide consulting, analytical, and administrative services necessary to implement the Plan; and

WHEREAS, in performance of the duties set forth hereinafter PARS shall designate from time to time a custodian and/or trustee to receive Employer Plan contributions ("Custodian") designated for Participants; and

WHEREAS, in performance of the duties set forth hereinafter, PARS shall designate from time to time an insurance company for the purpose of paying Participants a specified amount of money on a regular basis over a specified period of time ("Insurance Company") pursuant to the terms of the Plan.

NOW THEREFORE, the parties agree:

1. **Services.** PARS will provide the services pertaining to the Plan as described in the exhibit attached hereto as "Exhibit 1A" ("Services") in a timely manner, subject to the further provisions of this Agreement.
2. **Fees for Services.** PARS will be compensated for performance of the Services as described in the exhibit attached hereto as "Exhibit 1B".
3. **Payment Terms.** Payment for the Services will be remitted directly from contributions for the Plan that Agency has made to the Custodian unless otherwise stated in Exhibit 1B. In the event that the Agency chooses to make payment directly to PARS, it shall be the responsibility of the Agency to remit payment directly to PARS based upon an invoice prepared by PARS and delivered to the Agency. If payment is not received by PARS within thirty (30) days of the invoice delivery date, the balance due shall bear interest at the rate of 1.5% per month.
4. **Fees for Services Beyond Scope.** Fees for services beyond those specified in this Agreement will be billed to the Agency at the rates indicated in the PARS standard fee schedule in effect at the time the services are provided and shall be payable as described in Section 3 of this Agreement. Before any such services are performed, PARS will provide the Agency with a detailed description of the services, terms, and applicable rates for such services. Such services, terms, and applicable rates shall be agreed upon in writing and executed by both parties.

5. **Information Furnished to PARS.** PARS will provide the Services contingent upon the Agency's providing PARS the information specified in the exhibit attached hereto as "Exhibit 1C" ("Data"). It shall be the responsibility of the Agency to certify the accuracy, content and completeness of the Data so that PARS may rely on such information without further audit. It shall further be the responsibility of the Agency to deliver the Data to PARS in such a manner that allows for a reasonable amount of time for the Services to be performed. Unless specified in Exhibit 1A, PARS shall be under no duty to question Data received from the Agency, to compute contributions made to the Plan, to determine or inquire whether contributions are adequate to meet and discharge liabilities under the Plan, or to determine or inquire whether contributions made to the Plan are in compliance with the Plan or applicable law. In addition, PARS shall not be liable for non-performance of Services to the extent such non-performance is caused by or results from erroneous and/or late delivery of Data from the Agency. In the event that the Agency fails to provide Data in a complete, accurate and timely manner and pursuant to the specifications in Exhibit 1C, PARS reserves the right, notwithstanding the further provisions of this Agreement, to terminate this Agreement upon no less than ninety (90) days written notice to the Agency.
6. **Suspension of Contributions.** In the event contributions are suspended, either temporarily or permanently, prior to the complete discharge of PARS' obligations under this Agreement, PARS reserves the right to bill the Agency for Services under this Agreement at the rates indicated in PARS' standard fee schedule in effect at the time the services are provided, subject to the terms established in Section 3 of this Agreement. Before any such services are performed, PARS will provide the Agency with written notice of the subject services, terms, and an estimate of the fees therefore.
7. **Records.** During the term of this Agreement, and for a period of five (5) years after termination of this Agreement, PARS shall provide duly authorized representatives of the Agency access to all records and material relating to calculation of PARS' fees under this Agreement. Such access shall include the right to inspect, audit and reproduce such records and material and to verify reports furnished in compliance with the provisions of this Agreement. All information so obtained shall be accorded confidential treatment as provided under applicable law.
8. **Confidentiality.** Without the Agency's consent, PARS shall not disclose any information relating to the Plan except to duly authorized officials of the Agency and to parties retained by PARS to perform specific services within this Agreement. The Agency shall not disclose any information relating to the Plan to individuals not employed by the Agency without the prior written consent of PARS, except as such disclosures may be required by applicable law.
9. **Independent Contractor.** PARS is and at all times hereunder shall be an independent contractor. As such, neither the Agency nor any of its officers, employees or agents shall have the power to control the conduct of PARS, its officers, employees or agents, except as specifically set forth and provided for herein. PARS shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, such as social security, income tax withholding, unemployment compensation, workers' compensation and similar matters.
10. **Indemnification.** PARS and Agency hereby indemnify each other and hold the other harmless, including their respective officers, directors, employees, agents and attorneys, from

any claim, loss, demand, liability, or expense, including reasonable attorneys' fees and costs, incurred by the other as a consequence of, to the extent, PARS' or Agency's, as the case may be, negligent acts, errors, or omissions with respect to the performance of their respective duties hereunder.

11. **Compliance with Applicable Law.** The Agency shall observe and comply with federal, state and local laws in effect when this Agreement is executed, or which may come into effect during the term of this Agreement, regarding the administration of the Plan. PARS shall observe and comply with federal, state and local laws in effect when this Agreement is executed, or which may come into effect during the term of this Agreement, regarding Plan administrative services provided under this Agreement.
12. **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California. In the event any party institutes legal proceedings to enforce or interpret this Agreement, venue and jurisdiction shall be in any state court of competent jurisdiction.
13. **Force Majeure.** When satisfactory evidence of a cause beyond a party's control is presented to the other party, and nonperformance was unforeseeable, beyond the control and not due to the fault of the party not performing, a party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by such cause, including but not limited to: any incidence of fire, flood, acts of God, acts of terrorism or war, commandeering of material, products, plants or facilities by the federal, state or local government, or a material act or omission by the other party.
14. **Ownership of Reports and Documents.** The originals of all letters, documents, reports, and data produced for the purposes of this Agreement shall be delivered to, and become the property of the Agency. Copies may be made for PARS but shall not be furnished to others without written authorization from Agency.
15. **Designees.** The Agency, or their designee, shall have the authority to act for and exercise any of the rights of the Agency as set forth in this Agreement, subsequent to and in accordance with the written authority granted by the Governing Board of the Agency through adoption of a Resolution, a copy of which writing shall be delivered to PARS. Any officer of PARS, or his or her designees, shall have the authority to act for and exercise any of the rights of PARS as set forth in this Agreement.
16. **Notices.** All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of the notices in person or by depositing the notices in the U.S. mail, registered or certified mail, return receipt requested, postage prepaid and addressed as follows:
 - (A) To PARS: PARS; 4350 Von Karman Avenue, Suite 100, Newport Beach, CA 92660; Attention: President
 - (B) To Agency: Oxnard School District; 1051 South A Street, Oxnard, CA 93030; Attention: Assistant Superintendent, Business and Fiscal Services

Notices shall be deemed given on the date received by the addressee.

17. **Term of Agreement.** This Agreement shall remain in effect for the period beginning March 21, 2018 and ending March 20, 2023 (“Term”). This Agreement will continue unchanged for successive twelve-month periods following the Term unless either party gives written notice to the other party of the intent to terminate prior to ninety (90) days before the end of the Term. However, the Agreement will terminate following the benefit payment to the last surviving Participant and any residual interest earnings held in the Agency’s custody account, if any, will be returned to the Agency.
18. **Amendment.** This Agreement may not be amended orally, but only by a written instrument executed by the parties hereto.
19. **Entire Agreement.** This Agreement, including exhibits, contains the entire understanding of the parties with respect to the subject matter set forth in this Agreement. In the event a conflict arises between the parties with respect to any term, condition or provision of this Agreement, the remaining terms, conditions and provisions shall remain in full force and legal effect. No waiver of any term or condition of this Agreement by any party shall be construed by the other as a continuing waiver of such term or condition.
20. **Attorney’s Fees.** In the event any action is taken by a party hereto to enforce the terms of this Agreement, the prevailing party therein shall be entitled to receive its reasonable attorney’s fees.
21. **Counterparts.** This Agreement may be executed in any number of counterparts, and in that event, each counterpart shall be deemed a complete original and be enforceable without reference to any other counterpart.
22. **Headings.** Headings in this Agreement are for convenience only and shall not be used to interpret or construe its provisions.
23. **Effective Date.** This Agreement shall be effective on the date first above written, and also shall be the date the Agreement is executed.
24. **Further Acts.** The Parties shall execute all such further and additional documents as shall be reasonable, convenient, necessary, or desirable to carry out the provisions of this Agreement, including but not limited to any Custodial Agreement and/or Trust Agreement as shall be required by PARS and/or the Custodian/Trustee.

AGENCY:

BY: _____
 TITLE: Janet Penanhoat
Assistant Superintendent, Business and Fiscal Services
 DATE: _____

PARS:

BY: _____
 TITLE: Tod Hammeras
Chief Financial Officer
 DATE: _____

EXHIBIT 1A
SERVICES

PARS will provide the following services for the Oxnard School District:

1. Plan Consultation Services:
 - (A) Meeting with Agency personnel to discuss the impact to the Agency of implementing a Plan;
 - (B) If appropriate, completing a fiscal analysis, based on data and assumptions provided by Agency, to determine the fiscal feasibility of a Plan;
 - (C) Meeting with Agency personnel to discuss the fiscal analysis and receive feedback on the analysis, data, and assumptions made;
 - (D) Making appropriate revisions to the fiscal analysis as directed by Agency.
2. Plan Installation Services:
 - (A) Meeting with Agency personnel to finalize Plan provisions, implementation timelines, benefit communication strategies, data reporting and contribution submission requirements;
 - (B) Providing the necessary analysis and advisory services to finalize these elements of the Plan;
 - (C) Providing the documentation needed to establish the Plan to be reviewed and approved by Agency legal counsel. Resulting final Plan documentation must be approved by the Agency prior to the commencement of PARS Plan Administration Services outlined in Exhibit 1A, paragraph 3 below.
3. Plan Administration Services:
 - (A) Monitoring the receipt of Plan contributions made by the Agency to the Custodian, based upon information received from the Agency and the Custodian;
 - (B) Performing periodic accounting of custodial assets, including the allocation of employer contributions, payments to the Insurance Company, investment activity and expenses (if applicable), based upon information received from the Agency and/or Custodian;
 - (C) Acting as ongoing liaison between the Participant and the Agency in regard to the Plan, which shall include use by the Participants of toll-free telephone communication to PARS;
 - (D) Producing benefit illustrations and processing enrollments upon direction by Agency;
 - (E) Coordinating the processing of contribution payments to the Insurance Company pursuant to authorized written Agency certification of eligibility, authorized direction by the Agency, and the provisions of the Plan, and, to the extent possible, based upon Agency-provided Data;
 - (F) Coordinating actions with the Custodian as directed by the Plan Administrator within the scope of this Agreement.

4. PARS is not licensed to provide and does not offer tax, accounting, legal, investment or actuarial advice.
5. Any analysis provided by PARS is subject to the receipt of accurate information and assumptions as may be provided by Agency. The Agency is responsible for integrating the PARS analysis into any Agency budgetary analysis or decision-making processes. The fiscal projections in the PARS analysis are dependent upon future experience conforming to the assumptions used and the results will be altered to the extent that future experience deviates from these assumptions. It is certain that actual experience will not conform exactly to the assumptions used in the analysis.

EXHIBIT 1B
FEES FOR SERVICES

PARS will be compensated for performance of Services, as described in Exhibit 1A based upon the following schedule:

1. Upon implementation of the Plan associated with this Agreement, the Agency agrees to pay an administration fee equal to five and one-half percent (5.50%) of all premiums made by the Agency on behalf of Participants in the subject Plan, subject to a \$5,000.00 minimum per year for five years. Fees will be billed to the Custodian as contributions are made by the Agency, and it will be the responsibility of the Custodian to pay those fees from the custodial assets of the Plan.
2. In the event that the Plan associated with this Agreement is not implemented, the Agency agrees to pay a one-time fee equal to \$5,000.00. The fee will be billed to the Agency upon notice of cancellation of the Plan and it will be the responsibility of the Agency to pay this fee.

EXHIBIT 1C
DATA REQUIREMENTS

PARS will provide the Services under this Agreement contingent upon receiving the following information:

1. Fiscal Analysis Data (provided by Agency):
 - (A) Participant's Legal Name
 - (B) Participant's Position
 - (C) Participant's Birth Date
 - (D) Participant's Hire Date
 - (E) Participant's Contract Salary
 - (F) Years of Agency Service
 - (G) Completed Request for Information Form, including applicable Salary Schedules, Collective Bargaining Agreements, and Board Policies
2. Participant Data (provided by Agency):
 - (A) Participant's Legal Name
 - (B) Participant's Position
 - (C) Participant's Address
 - (D) Participant's Birth Date
 - (E) Participant's Hire Date
 - (F) Participant's Contract Salary
 - (G) Years of Agency Service
 - (H) Retirement Date
3. Executed Legal Documents (provided by Agency):
 - (A) Certified Board Resolution
 - (B) Addendum for Supplementary Retirement Plan/Execution Agreement
 - (C) Custodial Agreements/Disclosure Forms
 - (D) 403(b) Annuity Contracts & Disclosures
4. Completed Funding Documents (provided by Agency):
 - (A) Authorization to Pay Benefits Form
5. Completed Enrollment Forms (timely submitted by Participant):
 - (A) Correction Form
 - (B) Enrollment Form
 - (C) Beneficiary Designation Form
 - (D) Tax Withholding Form
 - (E) Proof of Age
 - (F) Letter of Resignation

BOARD AGENDA ITEM

Name of Contributor: Janet Penanhoat

Date of Meeting: 3/21/18

STUDY SESSION _____

CLOSED SESSION _____

SECTION A-1: PRELIMINARY _____

SECTION A-II: REPORTS _____

SECTION B: HEARINGS _____

SECTION C: CONSENT AGENDA _____

Agreement Category:

- _____ Academic
- _____ Enrichment
- _____ Special Education
- _____ Support Services
- _____ Personnel
- _____ Legal
- _____ Facilities

SECTION D: ACTION _____

SECTION F: BOARD POLICIES 1ST Reading X 2nd Reading _____

2017-18 Second Interim Report (Penanhoat/Crandall Plasencia)

In accordance with Education Code Section 42131 (1240), the Board will receive the Oxnard School District 2017-18 Second Interim Report.

FISCAL IMPACT

None.

RECOMMENDATION

It is the recommendation of the Assistant Superintendent, Business & Fiscal Services, and the Director of Finance that the Board of Trustees accept the 2017-18 Second Interim Report as presented, and authorize the filing of a Positive Certification with the Ventura County Office of Education.

ADDITIONAL MATERIAL

Attached: 2017-18 Second Interim Report Document (131 pages)

2017-18
2nd Interim Report
(period ending January 31, 2018)



Board Meeting of
March 21, 2018

Prepared by:
Janet Penanhoat, Assistant Superintendent, Business & Fiscal Services
and
Mary Crandall Plasencia, Director of Finance

Mission:

Ensure a culturally diverse education for each student in a safe, healthy and supportive environment that prepares students for college and career opportunities.

Vision:

Empowering all children to achieve excellence

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OXNARD SCHOOL DISTRICT

Second Interim Report 2017-2018

Education Code 42130 provides that the district submit a Second Interim Report to the governing board of the district that covers the financial and budgetary status of the district for the period ending January 31.

Education Code 42131(a) (1) further states that “pursuant to the reports required by Section 42130, the governing board of each school district shall certify, in writing, within 45 days after the close of the period being reported, whether or not the school district is able to meet its financial obligations for the remainder of the fiscal year, and based on current forecasts, for the subsequent fiscal year.”

In keeping with the provision, the district is providing in the enclosed document the following:

- District Certification of Interim Report (POSITIVE)
- Summary Review of School District Second Interim Report
- Average Daily Attendance Form
- General Fund Summary
- Actual and Projected Cash Flows
- School District Criteria & Standard Summary Review

OTHER FUNDS

The Other Funds of the district are substantially unchanged from that presented in the 1st Interim Budget.

MULTI-YEAR PROJECTIONS

Beginning on page 117 are the projections for the 2018-19 and 2019-20 fiscal years. The FCMAT LCFF Calculator was used to determine changes to projected revenues. Current ADA projection models were used to determine projected future ADA.

SUMMARY

Budget updates will occur on a regular basis. All projections are based upon information available at this point in time and are subject to change as further information becomes available.

RECOMMENDATION

For purpose of meeting the Second Interim Reporting Guidelines, it is recommended that the Board accept the Second Interim Report as presented and authorize the filing of a Positive Certification with the Ventura County Office of Education.

NOTICE OF CRITERIA AND STANDARDS REVIEW. This interim report was based upon and reviewed using the state-adopted Criteria and Standards. (Pursuant to Education Code (EC) sections 33129 and 42130)

Signed: _____ Date: _____
District Superintendent or Designee

NOTICE OF INTERIM REVIEW. All action shall be taken on this report during a regular or authorized special meeting of the governing board.

To the County Superintendent of Schools:

This interim report and certification of financial condition are hereby filed by the governing board of the school district. (Pursuant to EC Section 42131)

Meeting Date: March 21, 2018 Signed: _____
President of the Governing Board

CERTIFICATION OF FINANCIAL CONDITION

- POSITIVE CERTIFICATION**
As President of the Governing Board of this school district, I certify that based upon current projections this district will meet its financial obligations for the current fiscal year and subsequent two fiscal years.
- QUALIFIED CERTIFICATION**
As President of the Governing Board of this school district, I certify that based upon current projections this district may not meet its financial obligations for the current fiscal year or two subsequent fiscal years.
- NEGATIVE CERTIFICATION**
As President of the Governing Board of this school district, I certify that based upon current projections this district will be unable to meet its financial obligations for the remainder of the current fiscal year or for the subsequent fiscal year.

Contact person for additional information on the interim report:

Name: Mary Crandall Plasencia Telephone: 805-385-1501
Title: Director of Finance E-mail: mcrandallplasencia@oxnardsd.org

Criteria and Standards Review Summary

The following summary is automatically completed based on data provided in the Criteria and Standards Review form (Form 01CSI). Criteria and standards that are "Not Met," and supplemental information and additional fiscal indicators that are "Yes," may indicate areas of potential concern, which could affect the interim report certification, and should be carefully reviewed.

| CRITERIA AND STANDARDS | | | Met | Not Met |
|------------------------|--------------------------|--|-----|---------|
| 1 | Average Daily Attendance | Funded ADA for any of the current or two subsequent fiscal years has not changed by more than two percent since first interim. | X | |

| CRITERIA AND STANDARDS (continued) | | | Met | Not Met |
|------------------------------------|--|--|-----|---------|
| 2 | Enrollment | Projected enrollment for any of the current or two subsequent fiscal years has not changed by more than two percent since first interim. | X | |
| 3 | ADA to Enrollment | Projected second period (P-2) ADA to enrollment ratio for the current and two subsequent fiscal years is consistent with historical ratios. | X | |
| 4 | Local Control Funding Formula (LCFF) Revenue | Projected LCFF revenue for any of the current or two subsequent fiscal years has not changed by more than two percent since first interim. | X | |
| 5 | Salaries and Benefits | Projected ratio of total unrestricted salaries and benefits to total unrestricted general fund expenditures has not changed by more than the standard for the current and two subsequent fiscal years. | | X |
| 6a | Other Revenues | Projected operating revenues (federal, other state, other local) for the current and two subsequent fiscal years have not changed by more than five percent since first interim. | X | |
| 6b | Other Expenditures | Projected operating expenditures (books and supplies, services and other expenditures) for the current and two subsequent fiscal years have not changed by more than five percent since first interim. | X | |
| 7 | Ongoing and Major Maintenance Account | If applicable, changes occurring since first interim meet the required contribution to the ongoing and major maintenance account (i.e., restricted maintenance account). | X | |
| 8 | Deficit Spending | Unrestricted deficit spending, if any, has not exceeded the standard in any of the current or two subsequent fiscal years. | | X |
| 9a | Fund Balance | Projected general fund balance will be positive at the end of the current and two subsequent fiscal years. | X | |
| 9b | Cash Balance | Projected general fund cash balance will be positive at the end of the current fiscal year. | X | |
| 10 | Reserves | Available reserves (e.g., reserve for economic uncertainties, unassigned/unappropriated amounts) meet minimum requirements for the current and two subsequent fiscal years. | X | |

| SUPPLEMENTAL INFORMATION | | | No | Yes |
|--------------------------|--|---|----|-----|
| S1 | Contingent Liabilities | Have any known or contingent liabilities (e.g., financial or program audits, litigation, state compliance reviews) occurred since first interim that may impact the budget? | X | |
| S2 | Using One-time Revenues to Fund Ongoing Expenditures | Are there ongoing general fund expenditures funded with one-time revenues that have changed since first interim by more than five percent? | X | |
| S3 | Temporary Interfund Borrowings | Are there projected temporary borrowings between funds? | | X |
| S4 | Contingent Revenues | Are any projected revenues for any of the current or two subsequent fiscal years contingent on reauthorization by the local government, special legislation, or other definitive act (e.g., parcel taxes, forest reserves)? | X | |
| S5 | Contributions | Have contributions from unrestricted to restricted resources, or transfers to or from the general fund to cover operating deficits, changed since first interim by more than \$20,000 and more than 5% for any of the current or two subsequent fiscal years? | | X |

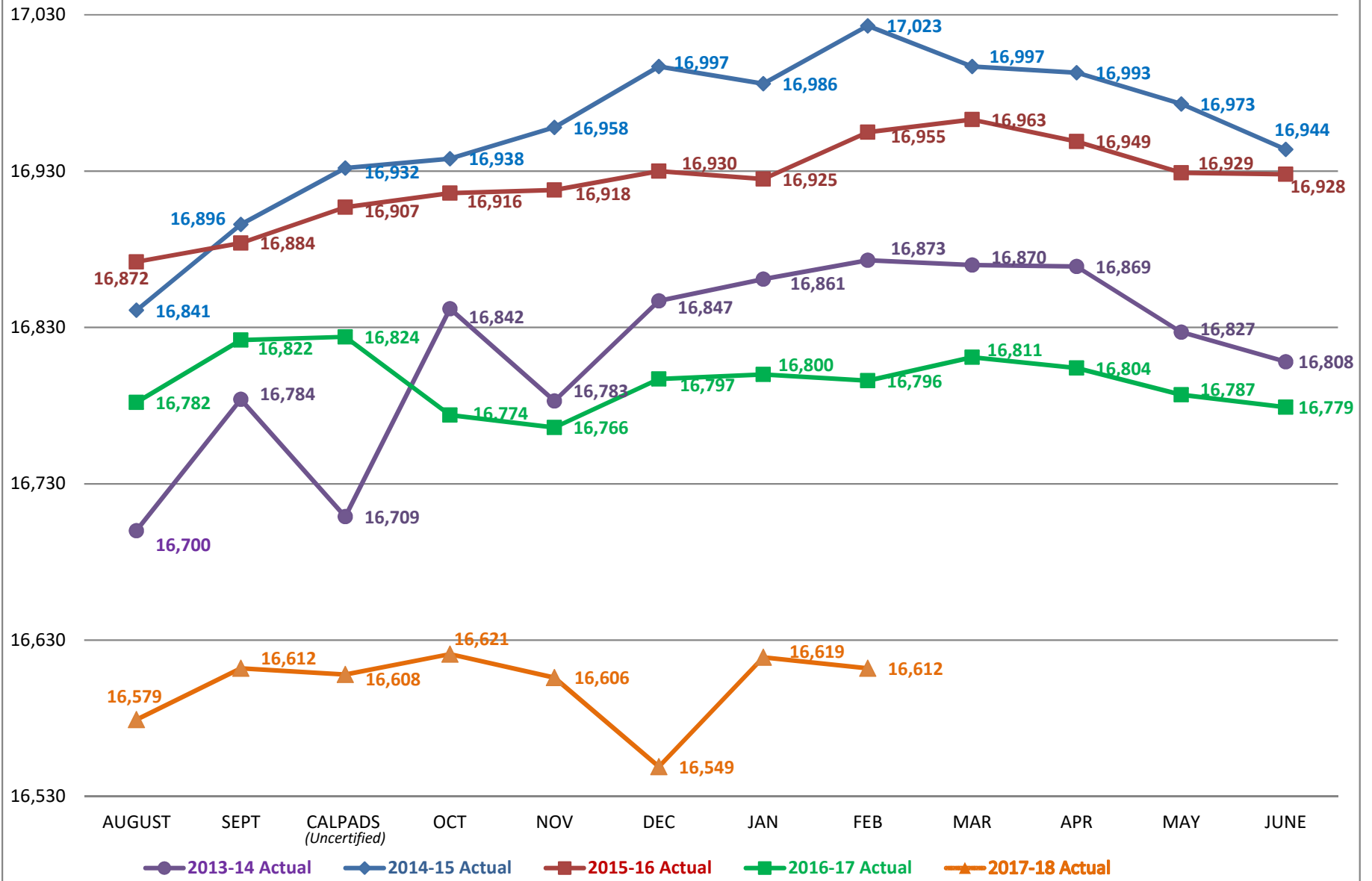
| SUPPLEMENTAL INFORMATION (continued) | | | No | Yes |
|---|---|---|-----------|------------|
| S6 | Long-term Commitments | Does the district have long-term (multiyear) commitments or debt agreements? | | X |
| | | • If yes, have annual payments for the current or two subsequent fiscal years increased over prior year's (2016-17) annual payment? | X | |
| | | • If yes, will funding sources used to pay long-term commitments decrease or expire prior to the end of the commitment period, or are they one-time sources? | X | |
| S7a | Postemployment Benefits Other than Pensions | Does the district provide postemployment benefits other than pensions (OPEB)? | | X |
| | | • If yes, have there been changes since first interim in OPEB liabilities? | X | |
| S7b | Other Self-insurance Benefits | Does the district operate any self-insurance programs (e.g., workers' compensation)? | X | |
| | | • If yes, have there been changes since first interim in self-insurance liabilities? | n/a | |
| S8 | Status of Labor Agreements | As of second interim projections, are salary and benefit negotiations still unsettled for: | | |
| | | • Certificated? (Section S8A, Line 1b) | | X |
| | | • Classified? (Section S8B, Line 1b) | | X |
| S8 | Labor Agreement Budget Revisions | For negotiations settled since first interim, per Government Code Section 3547.5(c), are budget revisions still needed to meet the costs of the collective bargaining agreement(s) for: | | |
| | | • Certificated? (Section S8A, Line 3) | n/a | |
| | | • Classified? (Section S8B, Line 3) | n/a | |
| S9 | Status of Other Funds | Are any funds other than the general fund projected to have a negative fund balance at the end of the current fiscal year? | X | |

| ADDITIONAL FISCAL INDICATORS | | | No | Yes |
|-------------------------------------|---|--|-----------|------------|
| A1 | Negative Cash Flow | Do cash flow projections show that the district will end the current fiscal year with a negative cash balance in the general fund? | X | |
| A2 | Independent Position Control | Is personnel position control independent from the payroll system? | X | |
| A3 | Declining Enrollment | Is enrollment decreasing in both the prior and current fiscal years? | | |
| A4 | New Charter Schools Impacting District Enrollment | Are any new charter schools operating in district boundaries that are impacting the district's enrollment, either in the prior or current fiscal year? | X | |
| A5 | Salary Increases Exceed COLA | Has the district entered into a bargaining agreement where any of the current or subsequent fiscal years of the agreement would result in salary increases that are expected to exceed the projected state funded cost-of-living adjustment? | X | |
| A6 | Uncapped Health Benefits | Does the district provide uncapped (100% employer paid) health benefits for current or retired employees? | | X |
| A7 | Independent Financial System | Is the district's financial system independent from the county office system? | X | |
| A8 | Fiscal Distress Reports | Does the district have any reports that indicate fiscal distress? If yes, provide copies to the COE, pursuant to EC 42127.6(a). | X | |
| A9 | Change of CBO or Superintendent | Have there been personnel changes in the superintendent or chief business official (CBO) positions within the last 12 months? | | X |

G = General Ledger Data; S = Supplemental Data

| Form | Description | Data Supplied For: | | | |
|-------|---|-------------------------------|---|-------------------------------|--------------------------------|
| | | 2017-18 Original Budget | 2017-18 Board Approved Operating Budget | 2017-18 Actuals to Date | 2017-18 Projected Totals |
| 01I | General Fund/County School Service Fund | GS | GS | GS | GS |
| 09I | Charter Schools Special Revenue Fund | | | | |
| 10I | Special Education Pass-Through Fund | | | | |
| 11I | Adult Education Fund | | | | |
| 12I | Child Development Fund | G | G | G | G |
| 13I | Cafeteria Special Revenue Fund | G | G | G | G |
| 14I | Deferred Maintenance Fund | | | | |
| 15I | Pupil Transportation Equipment Fund | | | | |
| 17I | Special Reserve Fund for Other Than Capital Outlay Projects | G | G | G | G |
| 18I | School Bus Emissions Reduction Fund | | | | |
| 19I | Foundation Special Revenue Fund | | | | |
| 20I | Special Reserve Fund for Postemployment Benefits | | | | |
| 21I | Building Fund | G | G | G | G |
| 25I | Capital Facilities Fund | G | G | G | G |
| 30I | State School Building Lease-Purchase Fund | | | | |
| 35I | County School Facilities Fund | G | G | G | G |
| 40I | Special Reserve Fund for Capital Outlay Projects | | | | |
| 49I | Capital Project Fund for Blended Component Units | | | | |
| 51I | Bond Interest and Redemption Fund | G | G | G | G |
| 52I | Debt Service Fund for Blended Component Units | | | | |
| 53I | Tax Override Fund | | | | |
| 56I | Debt Service Fund | | | | |
| 57I | Foundation Permanent Fund | | | | |
| 61I | Cafeteria Enterprise Fund | | | | |
| 62I | Charter Schools Enterprise Fund | | | | |
| 63I | Other Enterprise Fund | | | | |
| 66I | Warehouse Revolving Fund | | | | |
| 67I | Self-Insurance Fund | | | | |
| 71I | Retiree Benefit Fund | G | G | G | G |
| 73I | Foundation Private-Purpose Trust Fund | | | | |
| AI | Average Daily Attendance | S | S | | S |
| CASH | Cashflow Worksheet | | | | |
| CHG | Change Order Form | | | | |
| CI | Interim Certification | | | | S |
| ESMOE | Every Student Succeeds Act Maintenance of Effort | | | | G |
| ICR | Indirect Cost Rate Worksheet | | | | |
| MYPI | Multiyear Projections - General Fund | | | | GS |
| SIAI | Summary of Interfund Activities - Projected Year Totals | | | | G |
| 01CSI | Criteria and Standards Review | | | | S |

Oxnard School District Enrollment History 2013-14 through 2017-18 Actuals



| Description | ESTIMATED FUNDED ADA Original Budget (A) | ESTIMATED FUNDED ADA Board Approved Operating Budget (B) | ESTIMATED P-2 REPORT ADA Projected Year Totals (C) | ESTIMATED FUNDED ADA Projected Year Totals (D) | DIFFERENCE (Col. D - B) (E) | PERCENTAGE DIFFERENCE (Col. E / B) (F) |
|--|--|--|--|--|-----------------------------|--|
| A. DISTRICT | | | | | | |
| 1. Total District Regular ADA Includes Opportunity Classes, Home & Hospital, Special Day Class, Continuation Education, Special Education NPS/LCI and Extended Year, and Community Day School (includes Necessary Small School ADA) | 16,172.88 | 16,068.68 | 16,134.26 | 16,134.26 | 65.58 | 0% |
| 2. Total Basic Aid Choice/Court Ordered Voluntary Pupil Transfer Regular ADA Includes Opportunity Classes, Home & Hospital, Special Day Class, Continuation Education, Special Education NPS/LCI and Extended Year, and Community Day School (ADA not included in Line A1 above) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 3. Total Basic Aid Open Enrollment Regular ADA Includes Opportunity Classes, Home & Hospital, Special Day Class, Continuation Education, Special Education NPS/LCI and Extended Year, and Community Day School (ADA not included in Line A1 above) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 4. Total, District Regular ADA (Sum of Lines A1 through A3) | 16,172.88 | 16,068.68 | 16,134.26 | 16,134.26 | 65.58 | 0% |
| 5. District Funded County Program ADA | | | | | | |
| a. County Community Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Special Education-Special Day Class | 62.34 | 67.53 | 54.13 | 54.13 | (13.40) | -20% |
| c. Special Education-NPS/LCI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Special Education Extended Year | 5.19 | 0.00 | 4.65 | 4.65 | 4.65 | 0% |
| e. Other County Operated Programs: Opportunity Schools and Full Day Opportunity Classes, Specialized Secondary Schools, Technical, Agricultural, and Natural Resource Conservation Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| f. County School Tuition Fund (Out of State Tuition) [EC 2000 and 46380] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| g. Total, District Funded County Program ADA (Sum of Lines A5a through A5f) | 67.53 | 67.53 | 58.78 | 58.78 | (8.75) | -13% |
| 6. TOTAL DISTRICT ADA (Sum of Line A4 and Line A5g) | 16,240.41 | 16,136.21 | 16,193.04 | 16,193.04 | 56.83 | 0% |
| 7. Adults in Correctional Facilities | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 8. Charter School ADA (Enter Charter School ADA using Tab C. Charter School ADA) | | | | | | |

| Description | ESTIMATED FUNDED ADA Original Budget (A) | ESTIMATED FUNDED ADA Board Approved Operating Budget (B) | ESTIMATED P-2 REPORT ADA Projected Year Totals (C) | ESTIMATED FUNDED ADA Projected Year Totals (D) | DIFFERENCE (Col. D - B) (E) | PERCENTAGE DIFFERENCE (Col. E / B) (F) |
|--|--|--|--|--|-----------------------------|--|
| B. COUNTY OFFICE OF EDUCATION | | | | | | |
| 1. County Program Alternative Education ADA | | | | | | |
| a. County Group Home and Institution Pupils | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Juvenile Halls, Homes, and Camps | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Probation Referred, On Probation or Parole, Expelled per EC 48915(a) or (c) [EC 2574(c)(4)(A)] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Total, County Program Alternative Education ADA (Sum of Lines B1a through B1c) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 2. District Funded County Program ADA | | | | | | |
| a. County Community Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Special Education-Special Day Class | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Special Education-NPS/LCI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Special Education Extended Year | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| e. Other County Operated Programs: Opportunity Schools and Full Day Opportunity Classes, Specialized Secondary Schools, Technical, Agricultural, and Natural Resource Conservation Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| f. County School Tuition Fund (Out of State Tuition) [EC 2000 and 46380] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| g. Total, District Funded County Program ADA (Sum of Lines B2a through B2f) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 3. TOTAL COUNTY OFFICE ADA (Sum of Lines B1d and B2g) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 4. Adults in Correctional Facilities | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 5. County Operations Grant ADA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 6. Charter School ADA (Enter Charter School ADA using Tab C. Charter School ADA) | | | | | | |

| Description | ESTIMATED FUNDED ADA Original Budget (A) | ESTIMATED FUNDED ADA Board Approved Operating Budget (B) | ESTIMATED P-2 REPORT ADA Projected Year Totals (C) | ESTIMATED FUNDED ADA Projected Year Totals (D) | DIFFERENCE (Col. D - B) (E) | PERCENTAGE DIFFERENCE (Col. E / B) (F) |
|--|--|--|--|--|-----------------------------|--|
| C. CHARTER SCHOOL ADA | | | | | | |
| Authorizing LEAs reporting charter school SACS financial data in their Fund 01, 09, or 62 use this worksheet to report ADA for those charter schools. Charter schools reporting SACS financial data separately from their authorizing LEAs in Fund 01 or Fund 62 use this worksheet to report their ADA. | | | | | | |
| FUND 01: Charter School ADA corresponding to SACS financial data reported in Fund 01. | | | | | | |
| 1. Total Charter School Regular ADA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 2. Charter School County Program Alternative Education ADA | | | | | | |
| a. County Group Home and Institution Pupils | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Juvenile Halls, Homes, and Camps | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Probation Referred, On Probation or Parole, Expelled per EC 48915(a) or (c) [EC 2574(c)(4)(A)] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Total, Charter School County Program Alternative Education ADA (Sum of Lines C2a through C2c) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 3. Charter School Funded County Program ADA | | | | | | |
| a. County Community Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Special Education-Special Day Class | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Special Education-NPS/LCI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Special Education Extended Year | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| e. Other County Operated Programs: Opportunity Schools and Full Day Opportunity Classes, Specialized Secondary Schools, Technical, Agricultural, and Natural Resource Conservation Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| f. Total, Charter School Funded County Program ADA (Sum of Lines C3a through C3e) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 4. TOTAL CHARTER SCHOOL ADA (Sum of Lines C1, C2d, and C3f) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| FUND 09 or 62: Charter School ADA corresponding to SACS financial data reported in Fund 09 or Fund 62. | | | | | | |
| 5. Total Charter School Regular ADA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 6. Charter School County Program Alternative Education ADA | | | | | | |
| a. County Group Home and Institution Pupils | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Juvenile Halls, Homes, and Camps | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Probation Referred, On Probation or Parole, Expelled per EC 48915(a) or (c) [EC 2574(c)(4)(A)] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Total, Charter School County Program Alternative Education ADA (Sum of Lines C6a through C6c) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 7. Charter School Funded County Program ADA | | | | | | |
| a. County Community Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| b. Special Education-Special Day Class | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| c. Special Education-NPS/LCI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| d. Special Education Extended Year | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| e. Other County Operated Programs: Opportunity Schools and Full Day Opportunity Classes, Specialized Secondary Schools, Technical, Agricultural, and Natural Resource Conservation Schools | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| f. Total, Charter School Funded County Program ADA (Sum of Lines C7a through C7e) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 8. TOTAL CHARTER SCHOOL ADA (Sum of Lines C5, C6d, and C7f) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |
| 9. TOTAL CHARTER SCHOOL ADA Reported in Fund 01, 09, or 62 (Sum of Lines C4 and C8) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0% |

SCHOOL DISTRICT DATA ELEMENTS REQUIRED TC

Oxnard (72538)

1/0/00

| | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|-------------------------------------|----------------|---------------|---------------|---------------|
| COLA | 0.00% | 1.56% | 2.51% | 2.41% |
| GAP Funding rate | 56.08% | 44.97% | 100.00% | 100.00% |
| Estimated Property Taxes (with RDA) | A-6 23,399,904 | 22,353,829 | 22,353,829 | 22,353,829 |
| Less In-Lieu transfer | \$ - | \$ - | \$ - | \$ - |
| Total Local Revenue | \$ 23,399,904 | \$ 22,353,829 | \$ 22,353,829 | \$ 22,353,829 |
| Statewide 90th percentile rate | --- | --- | --- | --- |

OTHER LCFF TRANSITION INFORMATION

Enter class size penalties, longer day/longer year penalties LCFF Transition Calculation exhibit.
Class size penalties are entered on Miscellaneous Adjust-5).

| | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|--------------------------------|------------------|---------|---------|---------|
| Floor Adjustments | B-10 - | | | |
| Miscellaneous Adjustments | E-1 - | | | |
| Minimum State Aid Adjustments | G-5 - | | | |
| Funded Based on Target Formula | True/False FALSE | FALSE | FALSE | TRUE |

UNDUPLICATED PUPIL PERCENTAGE

| | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|-------------------------|-------------------------|-------------------------|-------------------------|
| District Enrollment | A-1 / A-3 16,821 | 16,598 | 16,598 | 16,598 |
| COE Enrollment | A-2 / A-4 72 | 64 | 64 | 64 |
| Total Enrollment | 16,893 | 16,662 | 16,662 | 16,662 |
| District Unduplicated Pupil Count | B-1 / B-3 14,629 | 14,569 | 14,569 | 14,569 |
| COE Unduplicated Pupil Count | B-2 / B-4 44 | 44 | 44 | 44 |
| Total Unduplicated Pupil Count | 14,673 | 14,613 | 14,613 | 14,613 |
| | 3-yr rolling percentage | 3-yr rolling percentage | 3-yr rolling percentage | 3-yr rolling percentage |
| Single Year Unduplicated Pupil Percentage | 86.86% | 87.70% | 87.70% | 87.70% |
| Unduplicated Pupil Percentage (%) | 87.97% | 87.82% | 87.42% | 87.70% |

AVERAGE DAILY ATTENDANCE (ADA)

Enter ADA. Calculator will use greater of total current and Charter

School General Purpose BG offset: enter ONLY the District

Enter Regular ADA by grade span. Enter 'Ungraded' ADA.

| ADA | ADA to use: | 2012-13 | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|-------------|----------------------------|-----------|-----------|-----------|-----------|
| CURRENT YEAR ADA: | | | | | | |
| Grades TK-3 | B-1 | | 7,588.47 | 7,297.04 | 7,169.25 | 7,169.25 |
| Grades 4-6 | B-2 | P-2 | 5,136.95 | 5,488.50 | 5,462.32 | 5,462.32 |
| Grades 7-8 | B-3 | (Annual for SDC ext. year) | 3,269.77 | 3,376.09 | 3,490.92 | 3,490.92 |
| Grades 9-12 | B-4 | | - | - | - | - |
| NPS, NPS-LCI, CDS: | | | | | | |
| TK-3 | E-1 | | 5.63 | 5.81 | 5.81 | 5.81 |
| 4-6 | E-2 | Annual | 0.95 | 0.95 | 0.95 | 0.95 |
| 7-8 | E-3 | | 4.67 | 5.01 | 5.01 | 5.01 |
| 9-12 | E-4 | | - | - | - | - |
| COE operated (Community School, Special Ed): | | | | | | |
| TK-3 | E-6 & E-11 | | 15.38 | 15.73 | 15.73 | 15.73 |
| 4-6 | E-7 & E-12 | P-2 / Annual | 24.01 | 20.39 | 20.39 | 20.39 |
| 7-8 | E-8 & E-13 | | 28.14 | 22.66 | 22.66 | 22.66 |
| 9-12 | E-9 & E-14 | | - | - | - | - |
| TOTAL | | | 16,240.41 | 16,193.04 | 16,193.04 | 16,193.04 |
| RATIO: District ADA to Enrollment | | | 0.96 | 0.97 | 0.97 | 0.97 |
| RATIO: Combined ADA to Enrollment | | | 0.96 | 0.97 | 0.97 | 0.97 |

CHARTER ADA ADJUSTMENT

| | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|---------|---------|---------|---------|
| ADA transfer: Student from District to Charter (cross file) | | | | |
| Grades TK-3 | A-6 - | | | |
| Grades 4-6 | A-7 - | | | |
| Grades 7-8 | A-8 - | | | |
| Grades 9-12 | A-9 - | | | |
| ADA transfer: Student from Charter to District (cross file) | | | | |
| Grades TK-3 | A-11 - | | | |
| Grades 4-6 | A-12 - | | | |
| Grades 7-8 | A-13 - | | | |
| Grades 9-12 | A-14 - | | | |
| Difference (if diff. < 0, no adj. to PY ADA) | - | - | - | - |

SCHOOL DISTRICT DATA ELEMENTS REQUIRED TC

Oxnard (72538)

1/0/00

| | 2016-17 | 2017-18 | 2018-19 | 2019-20 |
|---|---------------------|--------------------|------------------|------------------|
| LCFF ADA | | | | |
| ADA Guarantee - Prior Year | | | | |
| Grades TK-3 | 7,529.57 | 7,297.04 | 7,169.25 | 7,169.25 |
| Grades 4-6 | 5,534.09 | 5,488.50 | 5,462.32 | 5,462.32 |
| Grades 7-8 | 3,283.79 | 3,376.09 | 3,490.92 | 3,490.92 |
| Grades 9-12 | - | - | - | - |
| LCFF Subtotal | 16,347.45 | 16,161.63 | 16,122.49 | 16,122.49 |
| NSS | - | - | - | - |
| TOTAL | 16,347.45 | 16,161.63 | 16,122.49 | 16,122.49 |
| ADA Guarantee - Current Year | | | | |
| Grades TK-3 | 7,297.04 | 7,169.25 | 7,169.25 | 7,169.25 |
| Grades 4-6 | 5,488.50 | 5,462.32 | 5,462.32 | 5,462.32 |
| Grades 7-8 | 3,376.09 | 3,490.92 | 3,490.92 | 3,490.92 |
| Grades 9-12 | - | - | - | - |
| LCFF Subtotal | 16,161.63 | 16,122.49 | 16,122.49 | 16,122.49 |
| NSS | - | - | - | - |
| TOTAL | 16,161.63 | 16,122.49 | 16,122.49 | 16,122.49 |
| Change in LCFF ADA (excludes NSS ADA) | (185.82) Decline | (39.14) Decline | - No Change | - No Change |
| Funded LCFF ADA | | | | |
| Grades TK-3 | 7,529.57 | 7,297.04 | 7,169.25 | 7,169.25 |
| Grades 4-6 | 5,534.09 | 5,488.50 | 5,462.32 | 5,462.32 |
| Grades 7-8 | 3,283.79 | 3,376.09 | 3,490.92 | 3,490.92 |
| Grades 9-12 | - | - | - | - |
| Subtotal | 16,347.45 | 16,161.63 | 16,122.49 | 16,122.49 |
| | <i>Prior</i> | <i>Prior</i> | <i>Current</i> | <i>Current</i> |
| Funded NSS ADA | | | | |
| Grades TK-3 | - | - | - | - |
| Grades 4-6 | - | - | - | - |
| Grades 7-8 | - | - | - | - |
| Grades 9-12 | - | - | - | - |
| Subtotal | - | - | - | - |
| | <i>Prior</i> | <i>Prior</i> | <i>Prior</i> | <i>Prior</i> |
| NPS, CDS, & COE Operated | | | | |
| Grades TK-3 | 21.01 | 21.54 | 21.54 | 21.54 |
| Grades 4-6 | 24.96 | 21.34 | 21.34 | 21.34 |
| Grades 7-8 | 32.81 | 27.67 | 27.67 | 27.67 |
| Grades 9-12 | - | - | - | - |
| Subtotal | 78.78 | 70.55 | 70.55 | 70.55 |
| Total | | | | |
| Grades TK-3 | 7,550.58 | 7,318.58 | 7,190.79 | 7,190.79 |
| Grades 4-6 | 5,559.05 | 5,509.84 | 5,483.66 | 5,483.66 |
| Grades 7-8 | 3,316.60 | 3,403.76 | 3,518.59 | 3,518.59 |
| Grades 9-12 | - | - | - | - |
| Subtotal | 16,426.23 | 16,232.18 | 16,193.04 | 16,193.04 |

LCFF Calculator Universal Assumptions
Onward (7/25/33)

| | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Summary of Funding | | | | | | | |
| Target Components: | | | | | | | |
| Base Grant | 118,246,803 | 117,997,558 | 118,459,356 | 121,182,369 | 124,103,847 | 127,577,699 | 131,621,826 |
| Grade Span Adjustment | 5,746,242 | 5,564,777 | 5,474,298 | 5,515,336 | 5,644,770 | 5,802,968 | 5,989,928 |
| Supplemental Grant | 22,068,281 | 21,739,558 | 21,767,706 | 22,153,826 | 22,757,908 | 23,394,969 | 24,137,101 |
| Concentration Grant | 21,072,618 | 20,369,251 | 20,337,513 | 20,537,698 | 21,213,899 | 21,807,739 | 22,499,522 |
| Add-ons | 1,709,470 | 1,709,470 | 1,709,470 | 1,709,470 | 1,709,470 | 1,709,470 | 1,709,470 |
| Total Target | 168,843,414 | 167,380,614 | 167,748,343 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 |
| Transition Components: | | | | | | | |
| Target | 168,843,414 | 167,380,614 | 167,748,343 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 |
| Funded Based on Target Formula (based on prior year P-2 certification) | FALSE | FALSE | FALSE | FALSE | TRUE | TRUE | TRUE |
| Floor | 148,388,379 | 148,393,912 | 151,865,198 | 161,685,366 | 171,096,761 | 171,096,761 | 171,096,761 |
| Remaining Need after Gap (informational only) | 20,441,681 | 8,340,006 | 5,713,845 | - | - | - | - |
| Current Year Gap Funding | 22,313,354 | 10,647,696 | 4,669,300 | 9,411,333 | - | - | - |
| Miscellaneous Adjustments | - | - | - | - | - | - | - |
| Economic Recovery Target | - | - | - | - | - | - | - |
| Additional State Aid | - | - | - | - | - | - | - |
| Total Phase-In Entitlement | 148,701,733 | 159,040,608 | 167,034,498 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 |
| Components of LCFF By Object Code | | | | | | | |
| 8011 - State Aid | 42,073,874 | 114,974,926 | 120,295,941 | 130,227,776 | 134,560,971 | 139,423,922 | 145,088,924 |
| 8011 - Fair Share | 17,232,074 | - | - | - | - | - | - |
| 8311 & 8590 - Categoricals | 17,378,068 | 20,665,778 | 19,384,728 | 18,515,094 | 18,515,094 | 18,515,094 | 18,515,094 |
| EPA (for LCFF Calculation purposes) | - | - | - | - | - | - | - |
| Local Revenue Sources: | - | - | - | - | - | - | - |
| 8021 to 8089 - Property Taxes | 24,620,338 | 23,399,904 | 22,353,829 | 22,353,829 | 22,353,829 | 22,353,829 | 22,353,829 |
| 8096 - In-Lieu of Property Taxes | 24,620,338 | 23,399,904 | 22,353,829 | 22,353,829 | 22,353,829 | 22,353,829 | 22,353,829 |
| Property Taxes (net of in-lieu) | 97,988,294 | 148,701,733 | 159,040,608 | 167,034,498 | 171,096,699 | 175,429,894 | 180,292,845 |
| TOTAL FUNDING | 148,701,733 | 159,040,608 | 167,034,498 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 |
| Basic Aid Status | - | - | - | - | - | - | - |
| Less: Excess Taxes | - | - | - | - | - | - | - |
| Less: EPA in Excess to LCFF Funding | - | - | - | - | - | - | - |
| Total Phase-In Entitlement | 148,701,733 | 159,040,608 | 167,034,498 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 |
| 8012 - EPA Receipts (for budget & stat/fund) | 37,264,899 | 21,603,576 | 20,837,133 | 19,384,728 | 18,515,094 | 18,515,094 | 18,515,094 |
| Summary of Student Population | | | | | | | |
| 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | |
| Unduplicated Pupil Population | | | | | | | |
| Agency Unduplicated Pupil Count | 15,047.00 | 14,629.00 | 14,569.00 | 14,569.00 | 14,569.00 | 14,569.00 | 14,569.00 |
| COE Unduplicated Pupil Count | 51.00 | 44.00 | 44.00 | 44.00 | 44.00 | 44.00 | 44.00 |
| Total Unduplicated pupil Count | 15,098.00 | 14,673.00 | 14,613.00 | 14,613.00 | 14,613.00 | 14,613.00 | 14,613.00 |
| Rolling %, Supplemental Grant | 86.9900% | 87.9700% | 87.8200% | 87.7000% | 87.7000% | 87.7000% | 87.7000% |
| Rolling %, Concentration Grant | 88.9900% | 87.9700% | 87.8200% | 87.4200% | 87.7000% | 87.7000% | 87.7000% |
| FUNDED ADA | | | | | | | |
| Adjusted Base Grant ADA | | | | | | | |
| Grades TK-3 | 7,796.80 | 7,550.58 | 7,318.58 | 7,190.79 | 7,190.79 | 7,190.79 | 7,190.79 |
| Grades 4-6 | 5,364.25 | 5,559.05 | 5,509.84 | 5,483.66 | 5,483.66 | 5,483.66 | 5,483.66 |
| Grades 7-8 | 3,303.86 | 3,316.60 | 3,403.76 | 3,518.59 | 3,518.59 | 3,518.59 | 3,518.59 |
| Grades 9-12 | - | - | - | - | - | - | - |
| Total Adjusted Base Grant ADA | 16,464.91 | 16,426.23 | 16,232.18 | 16,193.04 | 16,193.04 | 16,193.04 | 16,193.04 |
| Necessary Small School ADA | | | | | | | |
| Grades TK-3 | - | - | - | - | - | - | - |
| Grades 4-6 | - | - | - | - | - | - | - |
| Grades 7-8 | - | - | - | - | - | - | - |
| Grades 9-12 | - | - | - | - | - | - | - |
| Total Necessary Small School ADA | - | - | - | - | - | - | - |
| Total Funded ADA | 16,464.91 | 16,426.23 | 16,232.18 | 16,193.04 | 16,193.04 | 16,193.04 | 16,193.04 |
| ACTUAL ADA (Current Year Only) | | | | | | | |
| Grades TK-3 | 7,550.42 | 7,318.05 | 7,190.79 | 7,190.79 | 7,190.79 | 7,190.79 | 7,190.79 |
| Grades 4-6 | 5,558.67 | 5,513.46 | 5,483.66 | 5,483.66 | 5,483.66 | 5,483.66 | 5,483.66 |
| Grades 7-8 | 3,316.50 | 3,408.90 | 3,518.59 | 3,518.59 | 3,518.59 | 3,518.59 | 3,518.59 |
| Grades 9-12 | - | - | - | - | - | - | - |
| Total Actual ADA | 16,425.59 | 16,240.41 | 16,193.04 | 16,193.04 | 16,193.04 | 16,193.04 | 16,193.04 |
| Funded Difference (Funded ADA less Actual ADA) | 39.32 | 185.82 | 39.14 | - | - | - | - |
| LCAP Percentages to Increase or Improve Services | | | | | | | |
| 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | |
| Current year estimated supplemental and concentration grant fundin | 43,140,899 | 42,106,809 | 36,154,713 | 42,689,524 | 43,971,807 | 45,202,708 | 46,636,623 |
| Current year Percentage to Increase or Improve Services | 41.54% | 36.55% | 29.12% | 33.69% | 33.89% | 33.89% | 33.89% |
| Summary | | | | | | | |

| Oxnard (72538) | | | | | | v18.2c |
|--|------------------|--------------------|------------------|-------------------|-------------------|--------------------|
| LOCAL CONTROL FUNDING FORMULA | | | | | | 2017-18 |
| CALCULATE LCFF TARGET | | | | | | |
| Unduplicated as % of Enrollment | 3 yr average | | 87.82% | COLA | 1.560% | 2017-18 |
| | ADA | Base | Gr Span | Supp | Concen | TARGET |
| Grades TK-3 | 7,318.58 | 7,193 | 748 | 1,395 | 1,303 | 77,861,460 |
| Grades 4-6 | 5,509.84 | 7,301 | | 1,282 | 1,198 | 53,894,179 |
| Grades 7-8 | 3,403.76 | 7,518 | | 1,320 | 1,234 | 34,283,233 |
| Grades 9-12 | - | 8,712 | 227 | 1,570 | 1,467 | - |
| Subtract NSS | - | - | - | - | - | - |
| NSS Allowance | - | - | - | - | - | - |
| TOTAL BASE | 16,232.18 | 118,459,356 | 5,474,298 | 21,767,706 | 20,337,513 | 166,038,873 |
| Targeted Instructional Improvement Block Grant | | | | | | 500,077 |
| Home-to-School Transportation | | | | | | 1,209,393 |
| Small School District Bus Replacement Program | | | | | | - |
| LOCAL CONTROL FUNDING FORMULA (LCFF) TARGET | | | | | | 167,748,343 |
| Funded Based on Target Formula (based on prior year P-2 certification) | | | | | | FALSE |
| ECONOMIC RECOVERY TARGET PAYMENT | | | | | | 5/8 |
| CALCULATE LCFF FLOOR | | | | | | |
| Current year Funded ADA times Base per ADA | | | 12-13 Rate | 17-18 ADA | | |
| Current year Funded ADA times Other RL per ADA | | | 5,035.32 | 16,232.18 | | 81,734,221 |
| Necessary Small School Allowance at 12-13 rates | | | 46.45 | 16,232.18 | | 753,985 |
| 2012-13 Categoricals | | | | | | 17,222,074 |
| Floor Adjustments | | | | | | - |
| 2012-13 Categorical Program Entitlement Rate per ADA * cy ADA | | | | | | - |
| Less Fair Share Reduction | | | | | | - |
| Non-CDE certified New Charter: District PY rate * CY ADA | | | | | | - |
| Beginning in 2014-15, prior year LCFF gap funding per ADA * cy ADA | | | \$ 3,551.89 | 16,232.18 | | 57,654,918 |
| LOCAL CONTROL FUNDING FORMULA (LCFF) FLOOR | | | | | | 157,365,198 |
| CALCULATE LCFF PHASE-IN ENTITLEMENT | | | | | | |
| LOCAL CONTROL FUNDING FORMULA TARGET | | | | | | 2017-18 |
| LOCAL CONTROL FUNDING FORMULA FLOOR | | | | | | 167,748,343 |
| LCFF Need (LCFF Target less LCFF Floor, if positive) | | | | | | 157,365,198 |
| Current Year Gap Funding | | | | | | 10,383,145 |
| ECONOMIC RECOVERY PAYMENT | | | | | | 44.97% 4,669,300 |
| Miscellaneous Adjustments | | | | | | - |
| LCFF Entitlement before Minimum State Aid provision | | | | | | 162,034,498 |
| CALCULATE STATE AID | | | | | | |
| Transition Entitlement | | | | | | 162,034,498 |
| Local Revenue (including RDA) | | | | | | (22,353,829) |
| Gross State Aid | | | | | | 139,680,669 |
| CALCULATE MINIMUM STATE AID | | | | | | |
| 2012-13 RL/Charter Gen BG adjusted for ADA | 12-13 Rate | 17-18 ADA | | | | N/A |
| 2012-13 NSS Allowance (deficit) | 5,081.77 | 16,232.18 | | | | 82,488,205 |
| Minimum State Aid Adjustments | | | | | | - |
| Less Current Year Property Taxes/In Lieu | | | | | | (22,353,829) |
| Subtotal State Aid for Historical RL/Charter General BG | | | | | | 60,134,376 |
| Categorical funding from 2012-13 | | | | | | 17,222,074 |
| Charter Categorical Block Grant adjusted for ADA | | | | | | - |
| Minimum State Aid Guarantee | | | | | | 77,356,450 |
| CHARTER SCHOOL MINIMUM STATE AID OFFSET (effective 2014-15) | | | | | | |
| Local Control Funding Formula Floor plus Funded Gap | | | | | | - |
| Minimum State Aid plus Property Taxes including RDA | | | | | | - |
| Offset | | | | | | - |
| Minimum State Aid Prior to Offset | | | | | | - |
| Total Minimum State Aid with Offset | | | | | | - |
| TOTAL STATE AID | | | | | | 139,680,669 |
| Additional State Aid (Additional SA) | | | | | | - |
| LCFF Phase-In Entitlement (before COE transfer, Choice & Charter) | | | | | | 162,034,498 |
| CHANGE OVER PRIOR YEAR | 1.88% | 2,993,891 | | | | |
| LCFF Entitlement PER ADA | | | | | | 9,982 |
| PER ADA CHANGE OVER PRIOR YEAR | 3.10% | 300 | | | | |
| BASIC AID STATUS (school districts only) | | | | | | Non-Basic Aid |
| LCFF SOURCES INCLUDING EXCESS TAXES | | | | | | |
| | | | Increase | | | 2017-18 |
| State Aid | 2.98% | 4,039,965 | | | 139,680,669 | |
| Property Taxes net of in-lieu | -4.47% | (1,046,075) | | | 22,353,829 | |
| Charter in-Lieu Taxes | 0.00% | - | | | - | |
| LCFF pre COE, Choice, Supp | 1.88% | 2,993,890 | | | 162,034,498 | |

| Oxnard (72538) | | v18.2c | |
|---|--------------|----------------------|--------------------------------------|
| LOCAL CONTROL FUNDING FORMULA | | 2018-19 | |
| CALCULATE LCFF TARGET | | | |
| Unduplicated as % of Enrollment | 3 yr average | 87.42% | COLA 2.510% 87.42% 2018-19 |
| | ADA | Base | Gr Span |
| Grades TK-3 | 7,190.79 | 7,374 | 767 |
| Grades 4-6 | 5,483.66 | 7,484 | |
| Grades 7-8 | 3,518.59 | 7,707 | |
| Grades 9-12 | - | 8,931 | 232 |
| Supp | | | 1,423 |
| Concen | | | 1,320 |
| TARGET | | | 78,264,764 |
| Subtract NSS | - | - | - |
| NSS Allowance | - | - | - |
| TOTAL BASE | 16,193.04 | 121,182,369 | 5,515,336 |
| Targeted Instructional Improvement Block Grant | | | 22,151,826 |
| Home-to-School Transportation | | | 20,537,698 |
| Small School District Bus Replacement Program | | | 169,387,229 |
| LOCAL CONTROL FUNDING FORMULA (LCFF) TARGET | | | 500,077 |
| Funded Based on Target Formula (based on prior year P-2 certification) | | | 1,209,393 |
| | | | - |
| | | | 171,096,699 |
| | | | FALSE |
| ECONOMIC RECOVERY TARGET PAYMENT | | 3/4 - | |
| CALCULATE LCFF FLOOR | | | |
| Current year Funded ADA times Base per ADA | | 12-13 Rate | 18-19 ADA |
| Current year Funded ADA times Other RL per ADA | | 5,035.32 | 16,193.04 |
| Necessary Small School Allowance at 12-13 rates | | 46.45 | 16,193.04 |
| | | | 81,537,138 |
| | | | 752,167 |
| 2012-13 Categoricals | | | 17,222,074 |
| Floor Adjustments | | | - |
| 2012-13 Categorical Program Entitlement Rate per ADA * cy ADA | | | - |
| Less Fair Share Reduction | | | - |
| Non-CDE certified New Charter: District PY rate * CY ADA | | | - |
| Beginning in 2014-15, prior year LCFF gap funding per ADA * cy ADA | \$ 3,839.55 | 16,193.04 | 62,173,987 |
| LOCAL CONTROL FUNDING FORMULA (LCFF) FLOOR | | | 161,685,366 |
| CALCULATE LCFF PHASE-IN ENTITLEMENT | | | |
| LOCAL CONTROL FUNDING FORMULA TARGET | | | 2018-19 |
| LOCAL CONTROL FUNDING FORMULA FLOOR | | | 171,096,699 |
| LCFF Need (LCFF Target less LCFF Floor, if positive) | | | 161,685,366 |
| Current Year Gap Funding | | | 9,411,333 |
| ECONOMIC RECOVERY PAYMENT | | 100.00% | 9,411,333 |
| Miscellaneous Adjustments | | | - |
| LCFF Entitlement before Minimum State Aid provision | | | 171,096,699 |
| CALCULATE STATE AID | | | |
| Transition Entitlement | | | 171,096,699 |
| Local Revenue (including RDA) | | | (22,353,829) |
| Gross State Aid | | | 148,742,870 |
| CALCULATE MINIMUM STATE AID | | | |
| 2012-13 RL/Charter Gen BG adjusted for ADA | 12-13 Rate | 18-19 ADA | N/A |
| 2012-13 NSS Allowance (deficit) | 5,081.77 | 16,193.04 | 82,289,305 |
| Minimum State Aid Adjustments | | | - |
| Less Current Year Property Taxes/In Lieu | | | - |
| Subtotal State Aid for Historical RL/Charter General BG | | | (22,353,829) |
| Categorical funding from 2012-13 | | | 59,935,476 |
| Charter Categorical Block Grant adjusted for ADA | | | 17,222,074 |
| Minimum State Aid Guarantee | | | 77,157,550 |
| CHARTER SCHOOL MINIMUM STATE AID OFFSET (effective 2014-15) | | | |
| Local Control Funding Formula Floor plus Funded Gap | | | - |
| Minimum State Aid plus Property Taxes including RDA | | | - |
| Offset | | | - |
| Minimum State Aid Prior to Offset | | | - |
| Total Minimum State Aid with Offset | | | - |
| TOTAL STATE AID | | | 148,742,870 |
| Additional State Aid (Additional SA) | | - | |
| LCFF Phase-in Entitlement (before COE transfer, Choice & Charter S | | 171,096,699 | |
| CHANGE OVER PRIOR YEAR | | 5.59% | 9,062,201 |
| LCFF Entitlement PER ADA | | | 10,566 |
| PER ADA CHANGE OVER PRIOR YEAR | | 5.85% | 584 |
| BASIC AID STATUS (school districts only) | | <i>Non-Basic Aid</i> | |
| LCFF SOURCES INCLUDING EXCESS TAXES | | | |
| | | Increase | 2018-19 |
| State Aid | 6.49% | 9,062,201 | 148,742,870 |
| Property Taxes net of in-lieu | 0.00% | - | 22,353,829 |
| Charter in-Lieu Taxes | 0.00% | - | - |
| LCFF pre COE, Choice, Supp | 5.59% | 9,062,201 | 171,096,699 |

| Oxnard (72538) | | | | | | v18.2c |
|--|------------------|--------------------|------------------|-------------------|-------------------|----------------------------------|
| LOCAL CONTROL FUNDING FORMULA | | | | | | 2019-20 |
| CALCULATE LCFF TARGET | | | | | | |
| Unduplicated as % of Enrollment | | | | | | COLA 2.410% |
| 3 yr average | | | | | | 87.70% 87.70% 2019-20 |
| | ADA | Base | Gr.Span | Supp | Concen | TARGET |
| Grades TK-3 | 7,190.79 | 7,552 | 785 | 1,462 | 1,363 | 80,266,541 |
| Grades 4-6 | 5,483.66 | 7,664 | | 1,344 | 1,253 | 56,269,643 |
| Grades 7-8 | 3,518.59 | 7,893 | | 1,384 | 1,291 | 37,184,240 |
| Grades 9-12 | - | 9,146 | 238 | 1,646 | 1,534 | - |
| Subtract NSS | - | - | - | - | - | - |
| NSS Allowance | - | - | - | - | - | - |
| TOTAL BASE | 16,193.04 | 124,103,847 | 5,644,770 | 22,757,908 | 21,213,899 | 173,720,424 |
| Targeted Instructional Improvement Block Grant | | | | | | 500,077 |
| Home-to-School Transportation | | | | | | 1,209,393 |
| Small School District Bus Replacement Program | | | | | | - |
| LOCAL CONTROL FUNDING FORMULA (LCFF) TARGET | | | | | | 175,429,894 |
| Funded Based on Target Formula (based on prior year P-2 certification) | | | | | | TRUE |
| ECONOMIC RECOVERY TARGET PAYMENT | | | | | | 1 |
| CALCULATE LCFF FLOOR | | | | | | |
| Current year Funded ADA times Base per ADA | | | | | | 12-13 Rate 19-20 ADA 81,537,138 |
| Current year Funded ADA times Other RL per ADA | | | | | | 5,035.32 16,193.04 752,167 |
| Necessary Small School Allowance at 12-13 rates | | | | | | 46.45 16,193.04 - |
| 2012-13 Categoricals | | | | | | 17,222,074 |
| Floor Adjustments | | | | | | - |
| 2012-13 Categorical Program Entitlement Rate per ADA * cy ADA | | | | | | - |
| Less Fair Share Reduction | | | | | | - |
| Non-CDE certified New Charter: District PY rate * CY ADA | | | | | | - |
| Beginning in 2014-15, prior year LCFF gap funding per ADA * cy ADA | | | | | | \$ 4,420.75 16,193.04 71,585,382 |
| LOCAL CONTROL FUNDING FORMULA (LCFF) FLOOR | | | | | | 171,096,761 |
| CALCULATE LCFF PHASE-IN ENTITLEMENT | | | | | | |
| LOCAL CONTROL FUNDING FORMULA TARGET | | | | | | 2019-20 |
| LOCAL CONTROL FUNDING FORMULA FLOOR | | | | | | 175,429,894 |
| LCFF Need (LCFF Target less LCFF Floor, if positive) | | | | | | 171,096,761 |
| Current Year Gap Funding | | | | | | - |
| ECONOMIC RECOVERY PAYMENT | | | | | | 100.00% - |
| Miscellaneous Adjustments | | | | | | - |
| LCFF Entitlement before Minimum State Aid provision | | | | | | 175,429,894 |
| CALCULATE STATE AID | | | | | | |
| Transition Entitlement | | | | | | 175,429,894 |
| Local Revenue (including RDA) | | | | | | (22,353,829) |
| Gross State Aid | | | | | | 153,076,065 |
| CALCULATE MINIMUM STATE AID | | | | | | |
| 2012-13 RL/Charter Gen BG adjusted for ADA | | | | | | 12-13 Rate 19-20 ADA N/A |
| 2012-13 NSS Allowance (deficit) | | | | | | 5,081.77 16,193.04 82,289,305 |
| Minimum State Aid Adjustments | | | | | | - |
| Less Current Year Property Taxes/In Lieu | | | | | | (22,353,829) |
| Subtotal State Aid for Historical RL/Charter General BG | | | | | | 59,935,476 |
| Categorical funding from 2012-13 | | | | | | 17,222,074 |
| Charter Categorical Block Grant adjusted for ADA | | | | | | - |
| Minimum State Aid Guarantee | | | | | | 77,157,550 |
| CHARTER SCHOOL MINIMUM STATE AID OFFSET (effective 2014-15) | | | | | | |
| Local Control Funding Formula Floor plus Funded Gap | | | | | | - |
| Minimum State Aid plus Property Taxes including RDA | | | | | | - |
| Offset | | | | | | - |
| Minimum State Aid Prior to Offset | | | | | | - |
| Total Minimum State Aid with Offset | | | | | | - |
| TOTAL STATE AID | | | | | | 153,076,065 |
| Additional State Aid (Additional SA) | | | | | | - |
| LCFF Phase-In Entitlement (before COE transfer, Choice & Charter) | | | | | | 175,429,894 |
| CHANGE OVER PRIOR YEAR | | | | | | 2.53% 4,333,195 |
| LCFF Entitlement PER ADA | | | | | | 10,834 |
| PER ADA CHANGE OVER PRIOR YEAR | | | | | | 2.54% 268 |
| BASIC AID STATUS (school districts only) | | | | | | Non-Basic Aid |
| LCFF SOURCES INCLUDING EXCESS TAXES | | | | | | |
| State Aid | | | | | | Increase 2019-20 |
| Property Taxes net of in-lieu | | | | | | 2.91% 4,333,195 153,076,065 |
| Charter in-Lieu Taxes | | | | | | 0.00% - 22,353,829 |
| LCFF pre COE, Choice, Supp | | | | | | 0.00% - - |
| | | | | | | 2.53% 4,333,195 175,429,894 |

**LCAP Percentage to Increase or Improve Services:
Summary Supplemental & Concentration Grant**

| | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 |
|--|-------------|-------------|-------------|-------------|-------------|-------------|
| 1. LCFF Target Supplemental & Concentration Grant Funding <i>from Calculator tab</i> | 42,105,219 | 42,689,524 | 43,971,807 | 45,202,708 | 46,636,623 | 48,092,490 |
| 2. Prior Year (estimated) Expenditures for Unduplicated Pupils above what was spent on services for all pupils | 31,292,015 | 41,882,869 | 43,971,807 | 45,202,708 | 46,363,623 | 48,092,490 |
| 3. Difference [1] less [2] | 10,813,204 | 806,655 | - | - | 273,000 | - |
| 4. Estimated Additional Supplemental & Concentration Grant Funding [3] * GAP funding rate | 4,862,698 | 806,655 | - | - | 273,000 | - |
| <i>GAP funding rate</i> | 44.97% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| 5. Estimated Supplemental and Concentration Grant Funds [2] plus [4] (unless [3]<0 then [1]) <i>(for LCAP entry)</i> | 36,154,713 | 42,689,524 | 43,971,807 | 45,202,708 | 46,636,623 | 48,092,490 |
| 6. Base Funding <i>LCFF Phase-In Entitlement less [5], excludes Targeted Instructional Improvement & Transportation</i> | 124,170,315 | 126,697,705 | 129,748,617 | 133,380,667 | 137,611,754 | 141,907,615 |
| <i>LCFF Phase-In Entitlement</i> | 162,034,498 | 171,096,699 | 175,429,894 | 180,292,845 | 185,957,847 | 191,709,575 |
| 7/8. Percentage to Increase or Improve Services* [5] / [6] <i>(for LCAP entry)</i> | 29.12% | 33.69% | 33.89% | 33.89% | 33.89% | 33.89% |

*percentage by which services for unduplicated students must be increased or improved over services provided for all students in the LCAP year. If Step 3a <=0, then calculate the minimum proportionality percentage at Estimated Supplemental & Concentration Grant Funding, step 5.

SUMMARY SUPPLEMENTAL & CONCENTRATION GRANT & PERCENTAGE TO INCREASE OR IMPROVE SERVICES

| | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| Current year estimated supplemental and concentration grant funding in the LCAP year | \$ 36,154,713 | \$ 42,689,524 | \$ 43,971,807 | \$ 45,202,708 | \$ 46,636,623 | \$ 48,092,490 |
| Current year Percentage to Increase or Improve Services | 29.12% | 33.69% | 33.89% | 33.89% | 33.89% | 33.89% |

2017-18 Estimated Cash Flow Report February 28, 2018

| | Actual July | Actual August | Actual Sept | Actual October | Actual November | Actual December | Actual January | Actual February | Estimated March | Estimated April | Estimated May | Estimated June | Total | 2nd Interim | Estimated Accrual |
|--|----------------|------------------|----------------|-------------------|--------------------|--------------------|-------------------|--------------------|--------------------|--------------------|------------------|-------------------|----------------|----------------|----------------------|
| Beg Cash Balance | \$37,921,233 | \$38,981,422 | \$22,977,814 | \$26,777,253 | \$22,953,619 | \$20,374,752 | \$39,377,604 | \$36,946,790 | \$31,523,110 | \$32,984,828 | \$37,842,361 | \$32,869,711 | | | |
| Revenue: | | | | | | | | | | | | | | | |
| State Apportionment* | \$ 6,011,829 | \$ 6,011,829 | \$ 10,821,291 | \$ 10,821,291 | \$ 10,821,291 | \$ 10,821,291 | \$ 10,821,291 | \$ 10,644,028 | \$ 10,821,291 | \$ 10,821,291 | \$ 10,821,291 | \$ 11,057,927 | \$ 139,680,669 | \$ 139,680,669 | \$ 5,761,372 |
| EPA | - | - | \$ 4,994,285 | - | - | \$ 4,994,285 | - | - | \$ 4,994,285 | - | - | \$ 4,401,873 | \$ 19,384,728 | \$ 19,384,728 | - |
| Property Tax | \$ 119,861 | \$ 291,834 | \$ 177 | \$ 142,937 | \$ 792,862 | \$ 13,893,380 | \$ 652,283 | \$ 129 | \$ 107,064 | \$ 8,570,630 | \$ 176,800 | \$ (2,394,129) | \$ 22,353,829 | \$ 22,353,829 | \$ - |
| Apportionment Transfers | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | \$ 12,496 | \$ 121,377 | \$ 1,174,384 | \$ 16,741 | \$ 299,081 | \$ 1,867,604 | \$ 278,550 | \$ 101,599 | \$ 982,367 | \$ 397,584 | \$ 242,826 | \$ 2,943,276 | \$ 8,437,884 | \$ 14,199,256 | \$ 5,761,372 |
| Other State | \$ 139,854 | \$ 518,180 | \$ 1,008,771 | \$ (384,707) | \$ 2,439,396 | \$ 2,276,644 | \$ 31,559 | \$ 768,959 | \$ 762,411 | \$ 1,694,775 | \$ 932,848 | \$ 778,865 | \$ 10,967,555 | \$ 12,197,316 | \$ 1,229,761 |
| Local | \$ 3,307,061 | \$ (1,753,305) | \$ 733,753 | \$ 725,246 | \$ 779,709 | \$ 849,029 | \$ 742,271 | \$ 117,871 | \$ 658,747 | \$ 707,747 | \$ 705,233 | \$ 620,683 | \$ 8,194,046 | \$ 8,781,999 | \$ 587,653 |
| Interfund Transfers | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenue | \$ 9,591,101 | \$ 5,189,915 | \$ 18,732,661 | \$ 11,321,508 | \$ 15,132,339 | \$ 34,702,234 | \$ 12,525,953 | \$ 11,632,587 | \$ 18,326,165 | \$ 22,192,026 | \$ 12,878,998 | \$ 17,408,496 | \$ 169,633,983 | \$ 200,512,769 | \$ 10,878,786 |
| Expenditures: | | | | | | | | | | | | | | | |
| Certificated Salaries | \$ 168,504 | \$ 7,701,690 | \$ 7,678,752 | \$ 7,699,162 | \$ 7,843,946 | \$ 7,721,154 | \$ 7,511,364 | \$ 7,930,937 | \$ 7,830,855 | \$ 7,830,855 | \$ 7,830,855 | \$ 10,822,924 | \$ 88,570,997 | \$ 88,570,997 | \$ - |
| Classified Salaries | \$ 1,137,609 | \$ 2,514,199 | \$ 2,512,496 | \$ 2,557,776 | \$ 2,650,618 | \$ 2,520,951 | \$ 2,356,602 | \$ 2,539,416 | \$ 2,697,000 | \$ 2,697,000 | \$ 2,697,000 | \$ 4,825,533 | \$ 31,706,199 | \$ 31,706,199 | \$ - |
| Benefits | \$ 556,938 | \$ 3,654,506 | \$ 3,716,639 | \$ 3,737,091 | \$ 3,775,166 | \$ 3,750,018 | \$ 3,715,718 | \$ 3,810,600 | \$ 3,747,091 | \$ 3,747,091 | \$ 3,747,091 | \$ 5,768,805 | \$ 43,726,754 | \$ 43,726,754 | \$ - |
| Books & Supplies | \$ 64,881 | \$ 372,876 | \$ 423,720 | \$ 611,237 | \$ 449,794 | \$ 1,044,125 | \$ 963,575 | \$ 426,971 | \$ 987,031 | \$ 1,666,787 | \$ 958,474 | \$ 3,684,092 | \$ 11,653,564 | \$ 20,467,177 | \$ 8,813,613 |
| Services & Operating | \$ 1,053,966 | \$ 1,604,801 | \$ 860,067 | \$ 1,520,042 | \$ 3,182,671 | \$ 1,391,960 | \$ 1,334,004 | \$ 2,013,262 | \$ 1,460,993 | \$ 2,050,834 | \$ 2,183,852 | \$ 5,936,833 | \$ 24,593,284 | \$ 24,593,284 | \$ - |
| Capital Outlay | - | \$ 1,549,043 | \$ 1,687,941 | \$ 906,703 | \$ 568,728 | \$ 155,468 | \$ 437,269 | \$ 256,531 | \$ 73,613 | \$ 21,407 | \$ 117,679 | \$ 117,679 | \$ 5,892,062 | \$ 10,005,272 | \$ 4,113,210 |
| Other Outgo | \$ 523,297 | \$ 6,283 | \$ 58,211 | \$ 58,211 | \$ 58,211 | \$ 58,211 | \$ 138,211 | \$ 117,266 | \$ 67,865 | \$ (679,480) | \$ 316,696 | \$ 1,983,714 | \$ 2,706,696 | \$ 2,706,696 | \$ - |
| Total Expenditures | \$ 3,505,195 | \$ 17,403,398 | \$ 16,937,827 | \$ 17,090,221 | \$ 18,529,133 | \$ 16,641,886 | \$ 16,456,743 | \$ 17,094,984 | \$ 16,864,447 | \$ 17,334,494 | \$ 17,851,647 | \$ 33,139,580 | \$ 208,849,566 | \$ 221,776,379 | \$ 12,926,823 |
| Net Monthly | \$ 6,085,907 | \$ (12,213,483) | \$ 1,794,834 | \$ (5,768,714) | \$ (3,396,794) | \$ 18,060,348 | \$ (3,930,790) | \$ (5,462,397) | \$ 1,461,718 | \$ 4,857,532 | \$ (4,972,650) | \$ (15,731,084) | | | |
| Prior Year Transactions: | | | | | | | | | | | | | | | |
| PY Audit Adjustment | \$ 220,966 | \$ 2,836,807 | \$ 1,636,720 | \$ 1,104,559 | \$ (115,114) | \$ (19,037) | \$ 519,533 | \$ 339,129 | \$ - | \$ - | \$ - | \$ - | \$ 6,772,724 | \$ - | \$ - |
| Accounts Receivable | \$ 5,245,684 | \$ 6,626,932 | \$ (367,885) | \$ (840,522) | \$ (933,042) | \$ (961,541) | \$ (950,443) | \$ 300,411 | \$ - | \$ - | \$ - | \$ - | \$ 8,090,595 | \$ - | \$ - |
| Accounts Payable | \$ (5,025,718) | \$ (3,790,125) | \$ 2,004,605 | \$ 1,945,080 | \$ 817,928 | \$ 942,504 | \$ 1,499,976 | \$ 38,718 | \$ - | \$ - | \$ - | \$ - | \$ (1,317,871) | \$ - | \$ - |
| Net Prior Year | \$ 1,060,189 | \$ (16,003,608) | \$ 3,799,439 | \$ (3,823,634) | \$ (2,578,867) | \$ 19,002,851 | \$ (2,430,814) | \$ (5,423,679) | \$ 1,461,718 | \$ 4,857,532 | \$ (4,972,650) | \$ (15,731,084) | | | |
| Net Monthly Increase/(Decrease) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | | |
| Tran Activity | \$38,981,422 | \$22,977,814 | \$26,777,253 | \$22,953,619 | \$20,374,752 | \$39,377,604 | \$36,946,790 | \$31,523,110 | \$32,984,828 | \$37,842,361 | \$32,869,711 | \$17,138,627 | | | \$ (821,263,610) |
| Ending Cash | | | | | | | | | | | | | | | |

2017-18 Unrestricted Balance Summary Comparison
 Explanation of Changes from 1st Interim Budget

| Object | 1st Interim | 2nd Interim | Difference | Explanation |
|-----------------|----------------|----------------|-------------|---|
| Revenue: | | | | |
| 8010-8099 | \$ 161,885,171 | \$ 162,034,498 | \$ 149,327 | Adjustments to Property Tax and LCFF Calculations |
| 8100-8299 | \$ - | | \$ - | |
| 8300-8599 | \$ 5,678,347 | \$ 6,097,846 | \$ 419,499 | Increase in MAA Funding |
| 8600-8799 | \$ 1,469,709 | \$ 1,438,158 | \$ (31,551) | Write-off of Uncollected Receivables |

Expenditures:

| | | | | |
|-----------|-----------------|-----------------|--------------|--|
| 1000-1999 | \$ 72,730,237 | \$ 72,987,335 | \$ 257,098 | Increase Psych Hours/ Increase BTSA Stipends/ Increase in Site Budgets for ExHlp & OT/ Upward Movement on Longevity Schedule |
| 2000-2999 | \$ 20,542,986 | \$ 20,234,811 | \$ (308,175) | Adjustments for Vacant Positions |
| 3000-3999 | \$ 34,411,964 | \$ 34,755,064 | \$ 343,100 | Adjustment for Increased Health & Welfare Benefit and Retiree Liability Costs |
| 4000-4999 | \$ 11,709,627 | \$ 11,625,970 | \$ (83,657) | Supply Money moved to Services |
| 5000-5999 | \$ 12,741,408 | \$ 13,675,651 | \$ 934,243 | Increased Legal Fees / Lease for Canon Copiers / allocate Deferred Maintenance Carryover to Department Budgets |
| 6000-6999 | \$ 4,753,802 | \$ 5,012,002 | \$ 258,200 | Assigned Carryover 1x and Deferred Maintenance Funds to Department Budgets |
| 7100-7499 | \$ 3,076,622 | \$ 3,076,622 | \$ - | |
| 7300-7399 | \$ (1,852,526) | \$ (1,855,843) | \$ (3,317) | Increase in Indirect Due to Increase in Prior Year Revenue Adjustment |
| 8900-8999 | \$ (25,757,616) | \$ (26,258,160) | \$ (500,544) | Increase in Special Ed and Categorical General Fund Contribution |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|------------------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| 2) Federal Revenue | | 8100-8299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Other State Revenue | | 8300-8599 | 3,223,722.00 | 5,678,347.00 | 2,923,969.40 | 6,097,846.00 | 419,499.00 | 7.4% |
| 4) Other Local Revenue | | 8600-8799 | 1,454,400.00 | 1,469,709.00 | 1,219,614.64 | 1,438,158.00 | (31,551.00) | -2.1% |
| 5) TOTAL, REVENUES | | | 166,467,490.00 | 169,033,227.00 | 96,155,600.60 | 169,570,502.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 68,908,315.00 | 72,730,237.00 | 38,571,284.91 | 72,987,335.00 | (257,098.00) | -0.4% |
| 2) Classified Salaries | | 2000-2999 | 19,876,894.00 | 20,542,986.00 | 10,795,273.38 | 20,234,811.00 | 308,175.00 | 1.5% |
| 3) Employee Benefits | | 3000-3999 | 32,636,794.00 | 34,411,964.00 | 18,526,430.60 | 34,755,064.00 | (343,100.00) | -1.0% |
| 4) Books and Supplies | | 4000-4999 | 11,797,854.00 | 11,709,627.00 | 1,717,468.47 | 11,625,970.00 | 83,657.00 | 0.7% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 11,918,122.00 | 12,741,408.00 | 7,642,067.70 | 13,675,651.00 | (934,243.00) | -7.3% |
| 6) Capital Outlay | | 6000-6999 | 1,450,000.00 | 4,753,802.00 | 1,938,685.00 | 5,012,002.00 | (258,200.00) | -5.4% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299 7400-7499 | 3,137,132.00 | 3,076,622.00 | 900,635.14 | 3,076,622.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | (1,467,270.00) | (1,852,526.00) | 0.00 | (1,855,843.00) | 3,317.00 | -0.2% |
| 9) TOTAL, EXPENDITURES | | | 148,257,841.00 | 158,114,120.00 | 80,091,845.20 | 159,511,612.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | 18,209,649.00 | 10,919,107.00 | 16,063,755.40 | 10,058,890.00 | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | (24,360,891.00) | (25,379,936.00) | 0.00 | (26,011,077.00) | (631,141.00) | 2.5% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | (24,811,585.00) | (25,757,615.00) | 0.00 | (26,258,160.00) | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | (6,601,936.00) | (14,838,508.00) | 16,063,755.40 | (16,199,270.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 34,862,538.93 | 34,862,371.00 | | 34,862,540.00 | 169.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 34,862,538.93 | 34,862,371.00 | | 34,862,540.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 34,862,538.93 | 34,862,371.00 | | 34,862,540.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 28,260,602.93 | 20,023,863.00 | | 18,663,270.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 20,000.00 | 20,000.00 | | 20,000.00 | | |
| Stores | | 9712 | 100,000.00 | 125,000.00 | | 125,000.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | | | | | | | |
| | | 9740 | 0.00 | 0.00 | | 0.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 4,488,331.00 | 6,584,312.00 | | 6,584,312.00 | | |
| 2015/16 1x Funds Dedicated Constr | 0000 | 9780 | 2,388,331.00 | | | | | |
| Bus Replacement | 0000 | 9780 | 100,000.00 | | | | | |
| Text Book Set Aside | 0000 | 9780 | 2,000,000.00 | | | | | |
| 2015/16 1x Funds - Dedicated Constr | 0000 | 9780 | | 4,484,312.00 | | | | |
| Bus Replacement | 0000 | 9780 | | 100,000.00 | | | | |
| Text Book Set Aside | 0000 | 9780 | | 2,000,000.00 | | | | |
| 15/16 1x Funds - Dedicated Constr | 0000 | 9780 | | | | 4,484,312.00 | | |
| Bus Replacement | 0000 | 9780 | | | | 100,000.00 | | |
| Text Book Set Aside | 0000 | 9780 | | | | 2,000,000.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 5,909,802.00 | 6,590,667.00 | | 6,645,879.00 | | |
| Unassigned/Unappropriated Amount | | | 17,742,469.93 | 6,703,884.00 | | 5,288,079.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|-----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| LCFF SOURCES | | | | | | | | |
| Principal Apportionment State Aid - Current Year | | 8011 | 118,829,847.00 | 118,151,275.00 | 66,130,113.00 | 120,295,941.00 | 2,144,666.00 | 1.8% |
| Education Protection Account State Aid - Current Year | | 8012 | 19,559,617.00 | 19,395,178.00 | 9,988,570.00 | 19,384,728.00 | (10,450.00) | -0.1% |
| State Aid - Prior Years | | 8019 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Tax Relief Subventions Homeowners' Exemptions | | 8021 | 168,457.00 | 170,984.00 | 87,670.52 | 162,435.00 | (8,549.00) | -5.0% |
| Timber Yield Tax | | 8022 | 26.00 | 8.00 | 0.00 | 7.00 | (1.00) | -12.5% |
| Other Subventions/In-Lieu Taxes | | 8029 | 7,288.00 | 7,325.00 | 7,325.09 | 6,560.00 | (765.00) | -10.4% |
| County & District Taxes Secured Roll Taxes | | 8041 | 19,844,016.00 | 20,831,848.00 | 11,828,144.23 | 20,959,356.00 | 127,508.00 | 0.6% |
| Unsecured Roll Taxes | | 8042 | 423,796.00 | 423,796.00 | 453,779.47 | 472,062.00 | 48,266.00 | 11.4% |
| Prior Years' Taxes | | 8043 | 53,433.00 | 53,433.00 | 139,188.93 | 42,746.00 | (10,687.00) | -20.0% |
| Supplemental Taxes | | 8044 | 649,230.00 | 984,248.00 | 730,814.53 | 738,186.00 | (246,062.00) | -25.0% |
| Education Revenue Augmentation Fund (ERAF) | | 8045 | 897,258.00 | (36,697.00) | 1,022,435.42 | (27,523.00) | 9,174.00 | -25.0% |
| Community Redevelopment Funds (SB 617/699/1992) | | 8047 | 1,356,400.00 | 1,903,773.00 | 1,623,975.37 | 0.00 | (1,903,773.00) | -100.0% |
| Penalties and Interest from Delinquent Taxes | | 8048 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Miscellaneous Funds (EC 41604) Royalties and Bonuses | | 8081 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other In-Lieu Taxes | | 8082 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Less: Non-LCFF (50%) Adjustment | | 8089 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Subtotal, LCFF Sources | | | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| LCFF Transfers | | | | | | | | |
| Unrestricted LCFF Transfers - Current Year | 0000 | 8091 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other LCFF Transfers - Current Year | All Other | 8091 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers to Charter Schools in Lieu of Property Taxes | | 8096 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Property Taxes Transfers | | 8097 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| LCFF/Revenue Limit Transfers - Prior Years | | 8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, LCFF SOURCES | | | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| FEDERAL REVENUE | | | | | | | | |
| Maintenance and Operations | | 8110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education Entitlement | | 8181 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Special Education Discretionary Grants | | 8182 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Child Nutrition Programs | | 8220 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Donated Food Commodities | | 8221 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Forest Reserve Funds | | 8260 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Flood Control Funds | | 8270 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Wildlife Reserve Funds | | 8280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| FEMA | | 8281 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Contracts Between LEAs | | 8285 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from Federal Sources | | 8287 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Title I, Part A, Basic | 3010 | 8290 | | | | | | |
| Title I, Part D, Local Delinquent Programs | 3025 | 8290 | | | | | | |
| Title II, Part A, Educator Quality | 4035 | 8290 | | | | | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|---------------------------------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| Title III, Part A, Immigrant Education Program | 4201 | 8290 | | | | | | |
| Title III, Part A, English Learner Program | 4203 | 8290 | | | | | | |
| Title V, Part B, Public Charter Schools Grant Program (PCSGP) (NCLB) | 4610 | 8290 | | | | | | |
| Other NCLB / Every Student Succeeds Act | 3012-3020, 3030-3199, 4036-4126, 5510 | 8290 | | | | | | |
| Career and Technical Education | 3500-3599 | 8290 | | | | | | |
| All Other Federal Revenue | All Other | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| Other State Apportionments | | | | | | | | |
| ROC/P Entitlement | | | | | | | | |
| Prior Years | 6360 | 8319 | | | | | | |
| Special Education Master Plan | | | | | | | | |
| Current Year | 6500 | 8311 | | | | | | |
| Prior Years | 6500 | 8319 | | | | | | |
| All Other State Apportionments - Current Year | All Other | 8311 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Apportionments - Prior Years | All Other | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Child Nutrition Programs | | 8520 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Mandated Costs Reimbursements | | 8550 | 452,841.00 | 2,873,287.00 | 1,284,886.00 | 2,873,287.00 | 0.00 | 0.0% |
| Lottery - Unrestricted and Instructional Materials | | 8560 | 2,460,881.00 | 2,495,060.00 | 986,153.68 | 2,576,202.00 | 81,142.00 | 3.3% |
| Tax Relief Subventions | | | | | | | | |
| Restricted Levies - Other | | | | | | | | |
| Homeowners' Exemptions | | 8575 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Other Subventions/In-Lieu Taxes | | 8576 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Pass-Through Revenues from State Sources | | 8587 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| After School Education and Safety (ASES) | 6010 | 8590 | | | | | | |
| Charter School Facility Grant | 6030 | 8590 | | | | | | |
| Career Technical Education Incentive Grant Program | 6387 | 8590 | | | | | | |
| Drug/Alcohol/Tobacco Funds | 6650, 6690 | 8590 | | | | | | |
| California Clean Energy Jobs Act | 6230 | 8590 | | | | | | |
| Specialized Secondary | 7370 | 8590 | | | | | | |
| American Indian Early Childhood Education | 7210 | 8590 | | | | | | |
| Quality Education Investment Act | 7400 | 8590 | | | | | | |
| Common Core State Standards Implementation | 7405 | 8590 | | | | | | |
| All Other State Revenue | All Other | 8590 | 310,000.00 | 310,000.00 | 652,929.72 | 648,357.00 | 338,357.00 | 109.1% |
| TOTAL, OTHER STATE REVENUE | | | 3,223,722.00 | 5,678,347.00 | 2,923,969.40 | 6,097,846.00 | 419,499.00 | 7.4% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|-----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| OTHER LOCAL REVENUE | | | | | | | | |
| Other Local Revenue | | | | | | | | |
| County and District Taxes | | | | | | | | |
| Other Restricted Levies | | | | | | | | |
| Secured Roll | | 8615 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Unsecured Roll | | 8616 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Prior Years' Taxes | | 8617 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Supplemental Taxes | | 8618 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Non-Ad Valorem Taxes | | | | | | | | |
| Parcel Taxes | | 8621 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other | | 8622 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Community Redevelopment Funds Not Subject to LCFF Deduction | | 8625 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Penalties and Interest from Delinquent Non-LCFF Taxes | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 9,564.00 | 12,544.80 | 9,564.00 | 0.00 | 0.0% |
| Sale of Publications | | 8632 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Food Service Sales | | 8634 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Sales | | 8639 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Leases and Rentals | | 8650 | 90,000.00 | 90,000.00 | 67,296.46 | 90,000.00 | 0.00 | 0.0% |
| Interest | | 8660 | 248,000.00 | 248,000.00 | 56,443.51 | 248,000.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Adult Education Fees | | 8671 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Resident Students | | 8672 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transportation Fees From Individuals | | 8675 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Services | | 8677 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Mitigation/Developer Fees | | 8681 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Fees and Contracts | | 8689 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| Plus: Misc Funds Non-LCFF (50%) Adjustment | | 8691 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues From Local Sources | | 8697 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| All Other Local Revenue | | 8699 | 1,116,400.00 | 1,122,145.00 | 1,083,329.87 | 1,090,594.00 | (31,551.00) | -2.8% |
| Tuition | | 8710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In | | 8781-8783 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers Of Apportionments | | | | | | | | |
| Special Education SELPA Transfers | | | | | | | | |
| From Districts or Charter Schools | 6500 | 8791 | | | | | | |
| From County Offices | 6500 | 8792 | | | | | | |
| From JPAs | 6500 | 8793 | | | | | | |
| ROC/P Transfers | | | | | | | | |
| From Districts or Charter Schools | 6360 | 8791 | | | | | | |
| From County Offices | 6360 | 8792 | | | | | | |
| From JPAs | 6360 | 8793 | | | | | | |
| Other Transfers of Apportionments | | | | | | | | |
| From Districts or Charter Schools | All Other | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | All Other | 8792 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From JPAs | All Other | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 1,454,400.00 | 1,469,709.00 | 1,219,614.84 | 1,438,158.00 | (31,551.00) | -2.1% |
| TOTAL, REVENUES | | | 166,467,490.00 | 169,033,227.00 | 96,155,600.60 | 169,570,502.00 | 537,275.00 | 0.3% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| Certificated Teachers' Salaries | | 1100 | 57,928,761.00 | 61,146,697.00 | 32,249,667.48 | 61,363,861.00 | (217,164.00) | -0.4% |
| Certificated Pupil Support Salaries | | 1200 | 4,609,284.00 | 5,197,822.00 | 2,809,383.58 | 5,201,698.00 | (3,876.00) | -0.1% |
| Certificated Supervisors' and Administrators' Salaries | | 1300 | 6,352,270.00 | 6,367,718.00 | 3,512,233.85 | 6,379,719.00 | (12,001.00) | -0.2% |
| Other Certificated Salaries | | 1900 | 18,000.00 | 18,000.00 | 0.00 | 42,057.00 | (24,057.00) | -133.7% |
| TOTAL, CERTIFICATED SALARIES | | | 68,908,315.00 | 72,730,237.00 | 38,571,284.91 | 72,987,335.00 | (257,098.00) | -0.4% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Instructional Salaries | | 2100 | 804,023.00 | 811,709.00 | 410,022.73 | 755,868.00 | 55,841.00 | 6.9% |
| Classified Support Salaries | | 2200 | 5,198,613.00 | 5,161,071.00 | 2,869,111.05 | 5,102,441.00 | 58,630.00 | 1.1% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 1,422,567.00 | 1,427,867.00 | 804,468.17 | 1,436,699.00 | (8,832.00) | -0.6% |
| Clerical, Technical and Office Salaries | | 2400 | 8,571,039.00 | 8,950,286.00 | 4,933,993.75 | 8,869,460.00 | 80,826.00 | 0.9% |
| Other Classified Salaries | | 2900 | 3,880,652.00 | 4,192,053.00 | 1,777,677.68 | 4,070,343.00 | 121,710.00 | 2.9% |
| TOTAL, CLASSIFIED SALARIES | | | 19,876,894.00 | 20,542,986.00 | 10,795,273.38 | 20,234,811.00 | 308,175.00 | 1.5% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 9,374,699.00 | 9,830,541.00 | 5,324,437.51 | 9,942,222.00 | (111,681.00) | -1.1% |
| PERS | | 3201-3202 | 3,253,029.00 | 3,343,677.00 | 1,718,025.77 | 3,314,771.00 | 28,906.00 | 0.9% |
| OASDI/Medicare/Alternative | | 3301-3302 | 2,555,106.00 | 2,672,857.00 | 1,410,710.63 | 2,651,595.00 | 21,262.00 | 0.8% |
| Health and Welfare Benefits | | 3401-3402 | 11,867,316.00 | 12,798,586.00 | 6,900,592.49 | 12,874,545.00 | (75,959.00) | -0.6% |
| Unemployment Insurance | | 3501-3502 | 42,768.00 | 45,388.00 | 23,955.14 | 45,282.00 | 106.00 | 0.2% |
| Workers' Compensation | | 3601-3602 | 2,238,960.00 | 2,322,220.00 | 1,229,292.65 | 2,319,707.00 | 2,513.00 | 0.1% |
| OPEB, Allocated | | 3701-3702 | 3,294,116.00 | 3,387,895.00 | 1,913,116.41 | 3,596,142.00 | (208,247.00) | -6.1% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 10,800.00 | 10,800.00 | 6,300.00 | 10,800.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 32,636,794.00 | 34,411,964.00 | 18,526,430.60 | 34,755,064.00 | (343,100.00) | -1.0% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Approved Textbooks and Core Curricula Materials | | 4100 | 1,600,000.00 | 4,384,709.00 | 32,642.64 | 4,384,709.00 | 0.00 | 0.0% |
| Books and Other Reference Materials | | 4200 | 37,000.00 | 77,095.00 | 11,489.34 | 43,717.00 | 33,378.00 | 43.3% |
| Materials and Supplies | | 4300 | 9,834,054.00 | 6,565,507.00 | 1,515,372.61 | 6,566,987.00 | (1,480.00) | 0.0% |
| Noncapitalized Equipment | | 4400 | 326,800.00 | 682,316.00 | 157,963.88 | 630,557.00 | 51,759.00 | 7.6% |
| Food | | 4700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 11,797,854.00 | 11,709,627.00 | 1,717,468.47 | 11,625,970.00 | 83,657.00 | 0.7% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 3,550,000.00 | 3,606,000.00 | 1,302,324.56 | 3,606,000.00 | 0.00 | 0.0% |
| Travel and Conferences | | 5200 | 388,859.00 | 706,407.00 | 394,757.29 | 713,192.00 | (6,785.00) | -1.0% |
| Dues and Memberships | | 5300 | 108,600.00 | 111,100.00 | 101,311.08 | 115,315.00 | (4,215.00) | -3.8% |
| Insurance | | 5400-5450 | 726,684.00 | 727,684.00 | 753,501.71 | 727,684.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 2,675,000.00 | 2,675,000.00 | 1,624,686.30 | 2,675,000.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 595,920.00 | 662,084.00 | 689,259.01 | 1,104,407.00 | (442,323.00) | -66.8% |
| Transfers of Direct Costs | | 5710 | (155,139.00) | (227,122.00) | (95,091.23) | (247,295.00) | 20,173.00 | -8.9% |
| Transfers of Direct Costs - Interfund | | 5750 | 23,500.00 | 27,100.00 | (4,483.29) | 29,167.00 | (2,067.00) | -7.6% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 3,370,048.00 | 3,817,705.00 | 2,591,209.95 | 4,313,131.00 | (495,426.00) | -13.0% |
| Communications | | 5900 | 634,650.00 | 635,450.00 | 284,592.32 | 639,050.00 | (3,600.00) | -0.6% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 11,918,122.00 | 12,741,408.00 | 7,642,067.70 | 13,675,651.00 | (934,243.00) | -7.3% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|-----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 4,200.00 | (4,200.00) | New |
| Buildings and Improvements of Buildings | | 6200 | 1,000,000.00 | 4,189,222.00 | 1,418,294.54 | 4,433,222.00 | (244,000.00) | -5.8% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 450,000.00 | 564,580.00 | 520,390.46 | 574,580.00 | (10,000.00) | -1.8% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 1,450,000.00 | 4,753,802.00 | 1,938,685.00 | 5,012,002.00 | (258,200.00) | -5.4% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Tuition | | | | | | | | |
| Tuition for Instruction Under Interdistrict Attendance Agreements | | 7110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| State Special Schools | | 7130 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Tuition, Excess Costs, and/or Deficit Payments | | | | | | | | |
| Payments to Districts or Charter Schools | | 7141 | 262,000.00 | 262,000.00 | 0.00 | 262,000.00 | 0.00 | 0.0% |
| Payments to County Offices | | 7142 | 2,304,175.00 | 2,243,665.00 | 329,678.39 | 2,243,665.00 | 0.00 | 0.0% |
| Payments to JPAs | | 7143 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Pass-Through Revenues | | | | | | | | |
| To Districts or Charter Schools | | 7211 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | | 7212 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | | 7213 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education SELPA Transfers of Apportionments | | | | | | | | |
| To Districts or Charter Schools | 6500 | 7221 | | | | | | |
| To County Offices | 6500 | 7222 | | | | | | |
| To JPAs | 6500 | 7223 | | | | | | |
| ROC/P Transfers of Apportionments | | | | | | | | |
| To Districts or Charter Schools | 6360 | 7221 | | | | | | |
| To County Offices | 6360 | 7222 | | | | | | |
| To JPAs | 6360 | 7223 | | | | | | |
| Other Transfers of Apportionments | All Other | 7221-7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers | | 7281-7283 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 275,936.00 | 275,936.00 | 278,116.99 | 275,936.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 295,021.00 | 295,021.00 | 292,839.76 | 295,021.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 3,137,132.00 | 3,076,622.00 | 900,635.14 | 3,076,622.00 | 0.00 | 0.0% |
| OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | | | | | | |
| Transfers of Indirect Costs | | 7310 | (900,148.00) | (1,235,517.00) | 0.00 | (1,238,834.00) | 3,317.00 | -0.3% |
| Transfers of Indirect Costs - Interfund | | 7350 | (567,122.00) | (617,009.00) | 0.00 | (617,009.00) | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | (1,467,270.00) | (1,852,526.00) | 0.00 | (1,855,843.00) | 3,317.00 | -0.2% |
| TOTAL, EXPENDITURES | | | 148,257,841.00 | 158,114,120.00 | 80,091,845.20 | 159,511,612.00 | (1,397,492.00) | -0.9% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: Special Reserve Fund | | 8912 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From: Bond Interest and Redemption Fund | | 8914 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: Child Development Fund | | 7611 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Special Reserve Fund | | 7612 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Cafeteria Fund | | 7616 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| State Apportionments Emergency Apportionments | | 8931 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds | | | | | | | | |
| Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | (24,360,891.00) | (25,379,936.00) | 0.00 | (26,011,077.00) | (631,141.00) | 2.5% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | (24,360,891.00) | (25,379,936.00) | 0.00 | (26,011,077.00) | (631,141.00) | 2.5% |
| TOTAL, OTHER FINANCING SOURCES/USES | | | | | | | | |
| (a - b + c - d + e) | | | (24,811,585.00) | (25,757,615.00) | 0.00 | (26,258,160.00) | (500,545.00) | 1.9% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|------------------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Federal Revenue | | 8100-8299 | 10,798,120.00 | 14,107,869.00 | 3,770,232.78 | 14,199,256.00 | 91,387.00 | 0.6% |
| 3) Other State Revenue | | 8300-8599 | 5,403,220.00 | 5,970,086.00 | 3,105,727.84 | 6,099,470.00 | 129,384.00 | 2.2% |
| 4) Other Local Revenue | | 8600-8799 | 7,223,883.00 | 7,298,807.00 | 4,164,149.87 | 7,343,541.00 | 44,734.00 | 0.6% |
| 5) TOTAL, REVENUES | | | 23,425,223.00 | 27,376,762.00 | 11,040,110.49 | 27,642,267.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 14,968,420.00 | 15,631,613.00 | 7,753,286.47 | 15,583,662.00 | 47,951.00 | 0.3% |
| 2) Classified Salaries | | 2000-2999 | 11,257,954.00 | 11,751,640.00 | 5,454,977.00 | 11,471,388.00 | 280,252.00 | 2.4% |
| 3) Employee Benefits | | 3000-3999 | 8,674,493.00 | 8,859,966.00 | 4,379,644.82 | 8,971,690.00 | (111,724.00) | -1.3% |
| 4) Books and Supplies | | 4000-4999 | 3,623,355.00 | 8,812,638.00 | 2,212,740.03 | 8,841,207.00 | (28,569.00) | -0.3% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 8,491,175.00 | 10,515,353.00 | 3,305,442.34 | 10,917,633.00 | (402,280.00) | -3.8% |
| 6) Capital Outlay | | 6000-6999 | 371,750.00 | 4,390,370.00 | 3,366,467.40 | 4,993,270.00 | (602,900.00) | -13.7% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299 7400-7499 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | 900,148.00 | 1,235,517.00 | 0.00 | 1,238,834.00 | (3,317.00) | -0.3% |
| 9) TOTAL, EXPENDITURES | | | 48,287,295.00 | 61,197,097.00 | 26,472,558.06 | 62,017,684.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A6 - B9) | | | (24,862,072.00) | (33,820,335.00) | (15,432,447.57) | (34,375,417.00) | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 24,360,891.00 | 25,379,936.00 | 0.00 | 26,011,077.00 | 631,141.00 | 2.5% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | 24,360,891.00 | 28,679,936.00 | 0.00 | 29,311,077.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | (501,181.00) | (5,140,399.00) | (15,432,447.57) | (5,064,340.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 5,892,768.37 | 5,890,958.00 | | 5,892,768.00 | 1,810.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 5,892,768.37 | 5,890,958.00 | | 5,892,768.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 5,892,768.37 | 5,890,958.00 | | 5,892,768.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 5,391,587.37 | 750,559.00 | | 828,428.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | 9740 | 5,394,005.37 | 750,559.00 | | 828,428.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | 9790 | (2,418.00) | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| LCFF SOURCES | | | | | | | | |
| Principal Apportionment | | | | | | | | |
| State Aid - Current Year | | 8011 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Education Protection Account State Aid - Current Year | | 8012 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| State Aid - Prior Years | | 8019 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Tax Relief Subventions | | | | | | | | |
| Homeowners' Exemptions | | 8021 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Timber Yield Tax | | 8022 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Other Subventions/In-Lieu Taxes | | 8029 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| County & District Taxes | | | | | | | | |
| Secured Roll Taxes | | 8041 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Unsecured Roll Taxes | | 8042 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Prior Years' Taxes | | 8043 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Supplemental Taxes | | 8044 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Education Revenue Augmentation Fund (ERAF) | | 8045 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Community Redevelopment Funds (SB 617/699/1992) | | 8047 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Penalties and Interest from Delinquent Taxes | | 8048 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Miscellaneous Funds (EC 41604) | | | | | | | | |
| Royalties and Bonuses | | 8081 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Other In-Lieu Taxes | | 8082 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Less: Non-LCFF (50%) Adjustment | | 8089 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Subtotal, LCFF Sources | | | 0.00 | 0.00 | 0.00 | 0.00 | | |
| LCFF Transfers | | | | | | | | |
| Unrestricted LCFF Transfers - Current Year | 0000 | 8091 | | | | | | |
| All Other LCFF Transfers - Current Year | All Other | 8091 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers to Charter Schools in Lieu of Property Taxes | | 8096 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Property Taxes Transfers | | 8097 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| LCFF/Revenue Limit Transfers - Prior Years | | 8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, LCFF SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| FEDERAL REVENUE | | | | | | | | |
| Maintenance and Operations | | 8110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education Entitlement | | 8181 | 2,770,375.00 | 2,777,939.00 | 7,563.73 | 2,777,939.00 | 0.00 | 0.0% |
| Special Education Discretionary Grants | | 8182 | 636,869.00 | 636,869.00 | 0.00 | 636,869.00 | 0.00 | 0.0% |
| Child Nutrition Programs | | 8220 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Donated Food Commodities | | 8221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Forest Reserve Funds | | 8260 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Flood Control Funds | | 8270 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Wildlife Reserve Funds | | 8280 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| FEMA | | 8281 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Contracts Between LEAs | | 8285 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from Federal Sources | | 8287 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Title I, Part A, Basic | 3010 | 8290 | 3,577,187.00 | 5,746,173.00 | 2,433,143.08 | 5,784,984.00 | 38,811.00 | 0.7% |
| Title I, Part D, Local Delinquent Programs | 3025 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Title II, Part A, Educator Quality | 4035 | 8290 | 585,218.00 | 767,917.00 | 309,248.04 | 767,637.00 | (280.00) | 0.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|---------------------------------------|--------------|----------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| Title III, Part A, Immigrant Education Program | 4201 | 8290 | 20,677.00 | 31,096.00 | 12,363.52 | 32,694.00 | 1,598.00 | 5.1% |
| Title III, Part A, English Learner Program | 4203 | 8290 | 833,794.00 | 1,272,209.00 | 384,766.75 | 1,323,467.00 | 51,258.00 | 4.0% |
| Title V, Part B, Public Charter Schools Grant Program (PCSGP) (NCLB) | 4610 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other NCLB / Every Student Succeeds Act | 3012-3020, 3030-3199, 4036-4126, 5510 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Career and Technical Education | 3500-3599 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Federal Revenue | All Other | 8290 | 2,374,000.00 | 2,875,666.00 | 623,147.66 | 2,875,666.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 10,798,120.00 | 14,107,869.00 | 3,770,232.78 | 14,199,256.00 | 91,387.00 | 0.6% |
| OTHER STATE REVENUE | | | | | | | | |
| Other State Apportionments | | | | | | | | |
| ROC/P Entitlement | | | | | | | | |
| Prior Years | 6360 | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education Master Plan | | | | | | | | |
| Current Year | 6500 | 8311 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Prior Years | 6500 | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Apportionments - Current Year | All Other | 8311 | 345,267.00 | 345,267.00 | 192,861.00 | 345,267.00 | 0.00 | 0.0% |
| All Other State Apportionments - Prior Years | All Other | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Child Nutrition Programs | | 8520 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Mandated Costs Reimbursements | | 8550 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Lottery - Unrestricted and Instructional Materi: | | 8560 | 769,025.00 | 820,293.00 | 91,144.32 | 911,437.00 | 91,144.00 | 11.1% |
| Tax Relief Subventions | | | | | | | | |
| Restricted Levies - Other | | | | | | | | |
| Homeowners' Exemptions | | 8575 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Subventions/In-Lieu Taxes | | 8576 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from State Sources | | 8587 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| After School Education and Safety (ASES) | 6010 | 8590 | 2,652,275.00 | 2,949,465.00 | 1,917,152.04 | 2,949,465.00 | 0.00 | 0.0% |
| Charter School Facility Grant | 6030 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Career Technical Education Incentive Grant Program | 6387 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Drug/Alcohol/Tobacco Funds | 6650, 6690 | 8590 | 47,826.00 | 54,700.00 | 0.00 | 92,940.00 | 38,240.00 | 69.9% |
| California Clean Energy Jobs Act | 6230 | 8590 | 0.00 | 0.00 | 82,780.00 | 0.00 | 0.00 | 0.0% |
| Specialized Secondary | 7370 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| American Indian Early Childhood Education | 7210 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Quality Education Investment Act | 7400 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Common Core State Standards Implementation | 7405 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Revenue | All Other | 8590 | 1,588,827.00 | 1,800,361.00 | 821,790.48 | 1,800,361.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 5,403,220.00 | 5,970,086.00 | 3,105,727.84 | 6,099,470.00 | 129,384.00 | 2.2% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| OTHER LOCAL REVENUE | | | | | | | | |
| Other Local Revenue | | | | | | | | |
| County and District Taxes | | | | | | | | |
| Other Restricted Levies | | | | | | | | |
| Secured Roll | | 8615 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unsecured Roll | | 8616 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Prior Years' Taxes | | 8617 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Supplemental Taxes | | 8618 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Ad Valorem Taxes | | | | | | | | |
| Parcel Taxes | | 8621 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other | | 8622 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Community Redevelopment Funds | | | | | | | | |
| Not Subject to LCFF Deduction | | 8625 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Penalties and Interest from Delinquent Non-LCFF Taxes | | | | | | | | |
| | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Sale of Publications | | 8632 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Food Service Sales | | 8634 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Sales | | 8639 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Leases and Rentals | | | | | | | | |
| | | 8650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | | | | | | | |
| | | 8660 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | | | | | | | |
| | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Adult Education Fees | | 8671 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Resident Students | | 8672 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transportation Fees From Individuals | | 8675 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Services | | 8677 | 26,470.00 | 26,466.00 | 57,447.64 | 26,466.00 | 0.00 | 0.0% |
| Mitigation/Developer Fees | | 8681 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Fees and Contracts | | 8689 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| Plus: Misc Funds Non-LCFF (50%) Adjustm | | 8691 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues From Local Sources | | 8697 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Local Revenue | | 8699 | 131,057.00 | 205,985.00 | 121,121.23 | 250,719.00 | 44,734.00 | 21.7% |
| Tuition | | 8710 | 9,000.00 | 9,000.00 | 0.00 | 9,000.00 | 0.00 | 0.0% |
| All Other Transfers In | | 8781-8783 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers Of Apportionments | | | | | | | | |
| Special Education SELPA Transfers | | | | | | | | |
| From Districts or Charter Schools | 6500 | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | 6500 | 8792 | 7,057,356.00 | 7,057,356.00 | 3,985,581.00 | 7,057,356.00 | 0.00 | 0.0% |
| From JPAs | 6500 | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| ROC/P Transfers | | | | | | | | |
| From Districts or Charter Schools | 6360 | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | 6360 | 8792 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From JPAs | 6360 | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Transfers of Apportionments | | | | | | | | |
| From Districts or Charter Schools | All Other | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | All Other | 8792 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From JPAs | All Other | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 7,223,883.00 | 7,298,807.00 | 4,164,149.87 | 7,343,541.00 | 44,734.00 | 0.6% |
| TOTAL, REVENUES | | | 23,425,223.00 | 27,376,762.00 | 11,040,110.49 | 27,642,267.00 | 265,505.00 | 1.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|----------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| CERTIFICATED SALARIES | | | | | | | | |
| Certificated Teachers' Salaries | | 1100 | 9,799,156.00 | 10,280,086.00 | 4,994,146.28 | 10,341,860.00 | (61,774.00) | -0.6% |
| Certificated Pupil Support Salaries | | 1200 | 3,433,551.00 | 3,427,488.00 | 1,863,338.59 | 3,531,268.00 | (103,780.00) | -3.0% |
| Certificated Supervisors' and Administrators' Salaries | | 1300 | 1,141,635.00 | 1,254,822.00 | 647,665.71 | 1,228,634.00 | 26,188.00 | 2.1% |
| Other Certificated Salaries | | 1900 | 594,078.00 | 669,217.00 | 248,135.89 | 481,900.00 | 187,317.00 | 28.0% |
| TOTAL, CERTIFICATED SALARIES | | | 14,968,420.00 | 15,631,613.00 | 7,753,286.47 | 15,583,662.00 | 47,951.00 | 0.3% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Instructional Salaries | | 2100 | 6,289,775.00 | 6,427,291.00 | 2,751,990.03 | 6,124,574.00 | 302,717.00 | 4.7% |
| Classified Support Salaries | | 2200 | 2,405,449.00 | 2,567,993.00 | 1,362,568.05 | 2,528,278.00 | 39,715.00 | 1.5% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 530,220.00 | 647,099.00 | 295,769.50 | 647,099.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 1,101,079.00 | 1,152,776.00 | 626,756.38 | 1,173,024.00 | (20,248.00) | -1.8% |
| Other Classified Salaries | | 2900 | 931,431.00 | 956,481.00 | 417,893.04 | 998,413.00 | (41,932.00) | -4.4% |
| TOTAL, CLASSIFIED SALARIES | | | 11,257,954.00 | 11,751,640.00 | 5,454,977.00 | 11,471,388.00 | 280,252.00 | 2.4% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 2,058,959.00 | 2,134,249.00 | 1,061,269.94 | 2,157,076.00 | (22,827.00) | -1.1% |
| PERS | | 3201-3202 | 1,827,834.00 | 1,888,156.00 | 826,168.82 | 1,832,531.00 | 55,625.00 | 2.9% |
| OASDI/Medicare/Alternative | | 3301-3302 | 1,105,531.00 | 1,162,700.00 | 529,526.13 | 1,124,870.00 | 37,830.00 | 3.3% |
| Health and Welfare Benefits | | 3401-3402 | 2,247,309.00 | 2,302,365.00 | 1,222,889.25 | 2,401,616.00 | (99,251.00) | -4.3% |
| Unemployment Insurance | | 3501-3502 | 12,659.00 | 13,322.00 | 6,383.80 | 13,122.00 | 200.00 | 1.5% |
| Workers' Compensation | | 3601-3602 | 662,273.00 | 682,299.00 | 330,465.41 | 675,288.00 | 7,011.00 | 1.0% |
| OPEB, Allocated | | 3701-3702 | 759,928.00 | 676,875.00 | 402,941.47 | 767,187.00 | (90,312.00) | -13.3% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 8,674,493.00 | 8,859,966.00 | 4,379,644.82 | 8,971,690.00 | (111,724.00) | -1.3% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Approved Textbooks and Core Curricula Materials | | 4100 | 769,025.00 | 683,293.00 | 631,476.32 | 774,437.00 | (91,144.00) | -13.3% |
| Books and Other Reference Materials | | 4200 | 5,753.00 | 212,476.00 | 187,441.61 | 187,830.00 | 24,646.00 | 11.6% |
| Materials and Supplies | | 4300 | 2,639,790.00 | 6,055,938.00 | 1,310,145.63 | 6,080,690.00 | (24,752.00) | -0.4% |
| Noncapitalized Equipment | | 4400 | 208,787.00 | 1,860,931.00 | 83,676.47 | 1,798,250.00 | 62,681.00 | 3.4% |
| Food | | 4700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 3,623,355.00 | 8,812,638.00 | 2,212,740.03 | 8,841,207.00 | (28,569.00) | -0.3% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 1,722,686.00 | 3,620,567.00 | 927,518.78 | 3,705,567.00 | (85,000.00) | -2.3% |
| Travel and Conferences | | 5200 | 403,210.00 | 656,730.00 | 266,317.55 | 609,765.00 | 46,965.00 | 7.2% |
| Dues and Memberships | | 5300 | 38,191.00 | 38,191.00 | 511.00 | 38,191.00 | 0.00 | 0.0% |
| Insurance | | 5400-5450 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 194,300.00 | 194,300.00 | 72,768.26 | 238,170.00 | (43,870.00) | -22.6% |
| Transfers of Direct Costs | | 5710 | 155,139.00 | 227,122.00 | 95,091.23 | 247,295.00 | (20,173.00) | -8.9% |
| Transfers of Direct Costs - Interfund | | 5750 | 0.00 | 1,000.00 | 22,598.18 | 26,021.00 | (25,021.00) | -2502.1% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 5,973,849.00 | 5,773,643.00 | 1,913,598.17 | 6,048,824.00 | (275,181.00) | -4.8% |
| Communications | | 5900 | 3,800.00 | 3,800.00 | 7,039.17 | 3,800.00 | 0.00 | 0.0% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 8,491,175.00 | 10,515,353.00 | 3,305,442.34 | 10,917,633.00 | (402,280.00) | -3.8% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Buildings and Improvements of Buildings | | 6200 | 0.00 | 4,018,620.00 | 3,099,540.00 | 4,421,520.00 | (402,900.00) | -10.0% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 371,750.00 | 371,750.00 | 266,927.40 | 571,750.00 | (200,000.00) | -53.8% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 371,750.00 | 4,390,370.00 | 3,366,467.40 | 4,993,270.00 | (602,900.00) | -13.7% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Tuition | | | | | | | | |
| Tuition for Instruction Under Interdistrict Attendance Agreements | | 7110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| State Special Schools | | 7130 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Tuition, Excess Costs, and/or Deficit Payments | | | | | | | | |
| Payments to Districts or Charter Schools | | 7141 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Payments to County Offices | | 7142 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Payments to JPAs | | 7143 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Pass-Through Revenues | | | | | | | | |
| To Districts or Charter Schools | | 7211 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | | 7212 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | | 7213 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education SELPA Transfers of Apportionments | | | | | | | | |
| To Districts or Charter Schools | 6500 | 7221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | 6500 | 7222 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | 6500 | 7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| ROC/P Transfers of Apportionments | | | | | | | | |
| To Districts or Charter Schools | 6360 | 7221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | 6360 | 7222 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | 6360 | 7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Transfers of Apportionments | All Other | 7221-7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers | | 7281-7283 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | | | | | | |
| Transfers of Indirect Costs | | 7310 | 900,148.00 | 1,235,517.00 | 0.00 | 1,238,834.00 | (3,317.00) | -0.3% |
| Transfers of Indirect Costs - Interfund | | 7350 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | 900,148.00 | 1,235,517.00 | 0.00 | 1,238,834.00 | (3,317.00) | -0.3% |
| TOTAL, EXPENDITURES | | | 48,287,295.00 | 61,197,097.00 | 26,472,558.06 | 62,017,684.00 | (820,587.00) | -1.3% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: Special Reserve Fund | | 8912 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From: Bond Interest and Redemption Fund | | 8914 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: Child Development Fund | | 7611 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Special Reserve Fund | | 7612 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Cafeteria Fund | | 7616 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| State Apportionments Emergency Apportionments | | 8931 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Proceeds | | | | | | | | |
| Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | | | | | | | |
| Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 24,360,891.00 | 25,379,936.00 | 0.00 | 26,011,077.00 | 631,141.00 | 2.5% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 24,360,891.00 | 25,379,936.00 | 0.00 | 26,011,077.00 | 631,141.00 | 2.5% |
| TOTAL, OTHER FINANCING SOURCES/USES | | | | | | | | |
| (a - b + c - d + e) | | | 24,360,891.00 | 28,679,936.00 | 0.00 | 29,311,077.00 | (631,141.00) | 2.2% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|------------------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| 2) Federal Revenue | | 8100-8299 | 10,798,120.00 | 14,107,869.00 | 3,770,232.78 | 14,199,256.00 | 91,387.00 | 0.6% |
| 3) Other State Revenue | | 8300-8599 | 8,626,942.00 | 11,648,433.00 | 6,029,697.24 | 12,197,316.00 | 548,883.00 | 4.7% |
| 4) Other Local Revenue | | 8600-8799 | 8,678,283.00 | 8,768,516.00 | 5,383,764.51 | 8,781,699.00 | 13,183.00 | 0.2% |
| 5) TOTAL, REVENUES | | | 189,892,713.00 | 196,409,989.00 | 107,195,711.09 | 197,212,769.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 83,876,735.00 | 88,361,850.00 | 46,324,571.38 | 88,570,997.00 | (209,147.00) | -0.2% |
| 2) Classified Salaries | | 2000-2999 | 31,134,848.00 | 32,294,626.00 | 16,250,250.38 | 31,706,199.00 | 588,427.00 | 1.8% |
| 3) Employee Benefits | | 3000-3999 | 41,311,287.00 | 43,271,930.00 | 22,906,075.42 | 43,726,754.00 | (454,824.00) | -1.1% |
| 4) Books and Supplies | | 4000-4999 | 15,421,209.00 | 20,522,265.00 | 3,930,208.50 | 20,467,177.00 | 55,088.00 | 0.3% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 20,409,297.00 | 23,256,761.00 | 10,947,510.04 | 24,593,284.00 | (1,336,523.00) | -5.7% |
| 6) Capital Outlay | | 6000-6999 | 1,821,750.00 | 9,144,172.00 | 5,305,152.40 | 10,005,272.00 | (861,100.00) | -9.4% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299 7400-7499 | 3,137,132.00 | 3,076,622.00 | 900,635.14 | 3,076,622.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | (567,122.00) | (617,009.00) | 0.00 | (617,009.00) | 0.00 | 0.0% |
| 9) TOTAL, EXPENDITURES | | | 196,545,136.00 | 219,311,217.00 | 106,564,403.26 | 221,529,296.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | | | | | | |
| | | | (6,652,423.00) | (22,901,228.00) | 631,307.83 | (24,316,527.00) | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | (450,694.00) | 2,922,321.00 | 0.00 | 3,052,917.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | (7,103,117.00) | (19,978,907.00) | 631,307.83 | (21,263,610.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 40,755,307.30 | 40,753,329.00 | | 40,755,308.00 | 1,979.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 40,755,307.30 | 40,753,329.00 | | 40,755,308.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 40,755,307.30 | 40,753,329.00 | | 40,755,308.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 33,652,190.30 | 20,774,422.00 | | 19,491,698.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 20,000.00 | 20,000.00 | | 20,000.00 | | |
| Stores | | 9712 | 100,000.00 | 125,000.00 | | 125,000.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | | 5,394,005.37 | 750,559.00 | | 828,428.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | | 4,488,331.00 | 6,584,312.00 | | 6,584,312.00 | | |
| 2015/16 1x Funds Dedicated Constr | 0000 | 9780 | 2,388,331.00 | | | | | |
| Bus Replacement | 0000 | 9780 | 100,000.00 | | | | | |
| Text Book Set Aside | 0000 | 9780 | 2,000,000.00 | | | | | |
| 2015/16 1x Funds - Dedicated Constr | 0000 | 9780 | | 4,484,312.00 | | | | |
| Bus Replacement | 0000 | 9780 | | 100,000.00 | | | | |
| Text Book Set Aside | 0000 | 9780 | | 2,000,000.00 | | | | |
| 15/16 1x Funds - Dedicated Constr | 0000 | 9780 | | | | 4,484,312.00 | | |
| Bus Replacement | 0000 | 9780 | | | | 100,000.00 | | |
| Text Book Set Aside | 0000 | 9780 | | | | 2,000,000.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 5,909,802.00 | 6,590,667.00 | | 6,645,879.00 | | |
| Unassigned/Unappropriated Amount | | | 17,740,051.93 | 6,703,884.00 | | 5,288,079.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|-----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| LCFF SOURCES | | | | | | | | |
| Principal Apportionment | | | | | | | | |
| State Aid - Current Year | | 8011 | 118,829,847.00 | 118,151,275.00 | 66,130,113.00 | 120,295,941.00 | 2,144,666.00 | 1.8% |
| Education Protection Account State Aid - Current Year | | 8012 | 19,559,617.00 | 19,395,178.00 | 9,988,570.00 | 19,384,728.00 | (10,450.00) | -0.1% |
| State Aid - Prior Years | | 8019 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Tax Relief Subventions | | | | | | | | |
| Homeowners' Exemptions | | 8021 | 168,457.00 | 170,984.00 | 87,670.52 | 162,435.00 | (8,549.00) | -5.0% |
| Timber Yield Tax | | 8022 | 26.00 | 8.00 | 0.00 | 7.00 | (1.00) | -12.5% |
| Other Subventions/In-Lieu Taxes | | 8029 | 7,288.00 | 7,325.00 | 7,325.09 | 6,560.00 | (765.00) | -10.4% |
| County & District Taxes | | | | | | | | |
| Secured Roll Taxes | | 8041 | 19,844,016.00 | 20,831,848.00 | 11,828,144.23 | 20,959,356.00 | 127,508.00 | 0.6% |
| Unsecured Roll Taxes | | 8042 | 423,796.00 | 423,796.00 | 453,779.47 | 472,062.00 | 48,266.00 | 11.4% |
| Prior Years' Taxes | | 8043 | 53,433.00 | 53,433.00 | 139,188.93 | 42,746.00 | (10,687.00) | -20.0% |
| Supplemental Taxes | | 8044 | 649,230.00 | 984,248.00 | 730,814.53 | 738,186.00 | (246,062.00) | -25.0% |
| Education Revenue Augmentation Fund (ERAF) | | 8045 | 897,258.00 | (36,697.00) | 1,022,435.42 | (27,523.00) | 9,174.00 | -25.0% |
| Community Redevelopment Funds (SB 617/699/1992) | | 8047 | 1,356,400.00 | 1,903,773.00 | 1,623,975.37 | 0.00 | (1,903,773.00) | -100.0% |
| Penalties and Interest from Delinquent Taxes | | 8048 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Miscellaneous Funds (EC 41604) | | | | | | | | |
| Royalties and Bonuses | | 8081 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other In-Lieu Taxes | | 8082 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Less: Non-LCFF (50%) Adjustment | | 8089 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Subtotal, LCFF Sources | | | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| LCFF Transfers | | | | | | | | |
| Unrestricted LCFF Transfers - Current Year | 0000 | 8091 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other LCFF Transfers - Current Year | All Other | 8091 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers to Charter Schools in Lieu of Property Taxes | | 8096 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Property Taxes Transfers | | 8097 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| LCFF/Revenue Limit Transfers - Prior Years | | 8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, LCFF SOURCES | | | 161,789,368.00 | 161,885,171.00 | 92,012,016.56 | 162,034,498.00 | 149,327.00 | 0.1% |
| FEDERAL REVENUE | | | | | | | | |
| Maintenance and Operations | | 8110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education Entitlement | | 8181 | 2,770,375.00 | 2,777,939.00 | 7,563.73 | 2,777,939.00 | 0.00 | 0.0% |
| Special Education Discretionary Grants | | 8182 | 636,869.00 | 636,869.00 | 0.00 | 636,869.00 | 0.00 | 0.0% |
| Child Nutrition Programs | | 8220 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Donated Food Commodities | | 8221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Forest Reserve Funds | | 8260 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Flood Control Funds | | 8270 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Wildlife Reserve Funds | | 8280 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| FEMA | | 8281 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Contracts Between LEAs | | 8285 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from Federal Sources | | 8287 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Title I, Part A, Basic | 3010 | 8290 | 3,577,187.00 | 5,746,173.00 | 2,433,143.08 | 5,784,984.00 | 38,811.00 | 0.7% |
| Title I, Part D, Local Delinquent Programs | 3025 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Title II, Part A, Educator Quality | 4035 | 8290 | 585,218.00 | 767,917.00 | 309,248.04 | 767,637.00 | (280.00) | 0.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|---------------------------------------|--------------|----------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| Title III, Part A, Immigrant Education Program | 4201 | 8290 | 20,677.00 | 31,096.00 | 12,363.52 | 32,694.00 | 1,598.00 | 5.1% |
| Title III, Part A, English Learner Program | 4203 | 8290 | 833,794.00 | 1,272,209.00 | 384,766.75 | 1,323,467.00 | 51,258.00 | 4.0% |
| Title V, Part B, Public Charter Schools Grant Program (PCSGP) (NCLB) | 4610 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other NCLB / Every Student Succeeds Act | 3012-3020, 3030-3199, 4036-4126, 5510 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Career and Technical Education | 3500-3599 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Federal Revenue | All Other | 8290 | 2,374,000.00 | 2,875,666.00 | 623,147.66 | 2,875,666.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 10,798,120.00 | 14,107,869.00 | 3,770,232.78 | 14,199,256.00 | 91,387.00 | 0.6% |
| OTHER STATE REVENUE | | | | | | | | |
| Other State Apportionments | | | | | | | | |
| ROC/P Entitlement | | | | | | | | |
| Prior Years | 6360 | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education Master Plan | | | | | | | | |
| Current Year | 6500 | 8311 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Prior Years | 6500 | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Apportionments - Current Year | All Other | 8311 | 345,267.00 | 345,267.00 | 192,861.00 | 345,267.00 | 0.00 | 0.0% |
| All Other State Apportionments - Prior Years | All Other | 8319 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Child Nutrition Programs | | 8520 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Mandated Costs Reimbursements | | 8550 | 452,841.00 | 2,873,287.00 | 1,284,886.00 | 2,873,287.00 | 0.00 | 0.0% |
| Lottery - Unrestricted and Instructional Materi | | 8560 | 3,229,906.00 | 3,315,353.00 | 1,077,298.00 | 3,487,639.00 | 172,286.00 | 5.2% |
| Tax Relief Subventions | | | | | | | | |
| Restricted Levies - Other | | | | | | | | |
| Homeowners' Exemptions | | 8575 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Subventions/In-Lieu Taxes | | 8576 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from State Sources | | 8587 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| After School Education and Safety (ASES) | 6010 | 8590 | 2,652,275.00 | 2,949,465.00 | 1,917,152.04 | 2,949,465.00 | 0.00 | 0.0% |
| Charter School Facility Grant | 6030 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Career Technical Education Incentive Grant Program | 6387 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Drug/Alcohol/Tobacco Funds | 6650, 6690 | 8590 | 47,826.00 | 54,700.00 | 0.00 | 92,940.00 | 38,240.00 | 69.9% |
| California Clean Energy Jobs Act | 6230 | 8590 | 0.00 | 0.00 | 82,780.00 | 0.00 | 0.00 | 0.0% |
| Specialized Secondary | 7370 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| American Indian Early Childhood Education | 7210 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Quality Education Investment Act | 7400 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Common Core State Standards Implementation | 7405 | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Revenue | All Other | 8590 | 1,898,827.00 | 2,110,361.00 | 1,474,720.20 | 2,448,718.00 | 338,357.00 | 16.0% |
| TOTAL, OTHER STATE REVENUE | | | 8,626,942.00 | 11,648,433.00 | 6,029,697.24 | 12,197,316.00 | 548,883.00 | 4.7% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|--|----------------|--------------|-----------------------|-------------------------------------|-----------------------|---------------------------|----------------------------|------------------|
| OTHER LOCAL REVENUE | | | | | | | | |
| Other Local Revenue | | | | | | | | |
| County and District Taxes | | | | | | | | |
| Other Restricted Levies | | | | | | | | |
| Secured Roll | | 8615 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unsecured Roll | | 8616 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Prior Years' Taxes | | 8617 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Supplemental Taxes | | 8618 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Ad Valorem Taxes | | | | | | | | |
| Parcel Taxes | | 8621 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other | | 8622 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Community Redevelopment Funds | | | | | | | | |
| Not Subject to LCFE Deduction | | 8625 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Penalties and Interest from Delinquent Non-LCFE Taxes | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 9,564.00 | 12,544.80 | 9,564.00 | 0.00 | 0.0% |
| Sale of Publications | | 8632 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Food Service Sales | | 8634 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Sales | | 8639 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Leases and Rentals | | 8650 | 90,000.00 | 90,000.00 | 67,296.46 | 90,000.00 | 0.00 | 0.0% |
| Interest | | 8660 | 248,000.00 | 248,000.00 | 56,443.51 | 248,000.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Adult Education Fees | | 8671 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Resident Students | | 8672 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transportation Fees From Individuals | | 8675 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Services | | 8677 | 26,470.00 | 26,466.00 | 57,447.64 | 26,466.00 | 0.00 | 0.0% |
| Mitigation/Developer Fees | | 8681 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Fees and Contracts | | 8689 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| Plus: Misc Funds Non-LCFE (50%) Adjustment | | 8691 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues From Local Sources | | 8697 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Local Revenue | | 8699 | 1,247,457.00 | 1,328,130.00 | 1,204,451.10 | 1,341,313.00 | 13,183.00 | 1.0% |
| Tuition | | 8710 | 9,000.00 | 9,000.00 | 0.00 | 9,000.00 | 0.00 | 0.0% |
| All Other Transfers In | | 8781-8783 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers Of Apportionments | | | | | | | | |
| Special Education SELPA Transfers | | | | | | | | |
| From Districts or Charter Schools | 6500 | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | 6500 | 8792 | 7,057,356.00 | 7,057,356.00 | 3,985,581.00 | 7,057,356.00 | 0.00 | 0.0% |
| From JPAs | 6500 | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| ROC/P Transfers | | | | | | | | |
| From Districts or Charter Schools | 6360 | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | 6360 | 8792 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From JPAs | 6360 | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Transfers of Apportionments | | | | | | | | |
| From Districts or Charter Schools | All Other | 8791 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From County Offices | All Other | 8792 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From JPAs | All Other | 8793 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 8,678,283.00 | 8,768,516.00 | 5,383,764.51 | 8,781,699.00 | 13,183.00 | 0.2% |
| TOTAL, REVENUES | | | 189,892,713.00 | 196,409,989.00 | 107,195,711.09 | 197,212,769.00 | 802,780.00 | 0.4% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|----------------------|-------------------------------------|----------------------|---------------------------|----------------------------|------------------|
| CERTIFICATED SALARIES | | | | | | | | |
| Certificated Teachers' Salaries | | 1100 | 67,727,917.00 | 71,426,783.00 | 37,243,813.76 | 71,705,721.00 | (278,938.00) | -0.4% |
| Certificated Pupil Support Salaries | | 1200 | 8,042,835.00 | 8,625,310.00 | 4,672,722.17 | 8,732,966.00 | (107,656.00) | -1.2% |
| Certificated Supervisors' and Administrators' Salaries | | 1300 | 7,493,905.00 | 7,622,540.00 | 4,159,899.56 | 7,608,353.00 | 14,187.00 | 0.2% |
| Other Certificated Salaries | | 1900 | 612,078.00 | 687,217.00 | 248,135.89 | 523,957.00 | 163,260.00 | 23.8% |
| TOTAL, CERTIFICATED SALARIES | | | 83,876,735.00 | 88,361,850.00 | 46,324,571.38 | 88,570,997.00 | (209,147.00) | -0.2% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Instructional Salaries | | 2100 | 7,093,798.00 | 7,239,000.00 | 3,162,012.76 | 6,880,442.00 | 358,558.00 | 5.0% |
| Classified Support Salaries | | 2200 | 7,604,062.00 | 7,729,064.00 | 4,231,679.10 | 7,630,719.00 | 98,345.00 | 1.3% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 1,952,787.00 | 2,074,966.00 | 1,100,237.67 | 2,083,798.00 | (8,832.00) | -0.4% |
| Clerical, Technical and Office Salaries | | 2400 | 9,672,118.00 | 10,103,062.00 | 5,560,750.13 | 10,042,484.00 | 60,578.00 | 0.6% |
| Other Classified Salaries | | 2900 | 4,812,083.00 | 5,148,534.00 | 2,195,570.72 | 5,068,756.00 | 79,778.00 | 1.5% |
| TOTAL, CLASSIFIED SALARIES | | | 31,134,848.00 | 32,294,626.00 | 16,250,250.38 | 31,706,199.00 | 588,427.00 | 1.8% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 11,433,658.00 | 11,964,790.00 | 6,385,707.45 | 12,099,298.00 | (134,508.00) | -1.1% |
| PERS | | 3201-3202 | 5,080,863.00 | 5,231,833.00 | 2,544,194.59 | 5,147,302.00 | 84,531.00 | 1.6% |
| OASDI/Medicare/Alternative | | 3301-3302 | 3,660,637.00 | 3,835,557.00 | 1,940,236.76 | 3,776,465.00 | 59,092.00 | 1.5% |
| Health and Welfare Benefits | | 3401-3402 | 14,114,625.00 | 15,100,951.00 | 8,123,481.74 | 15,276,161.00 | (175,210.00) | -1.2% |
| Unemployment Insurance | | 3501-3502 | 55,427.00 | 58,710.00 | 30,338.94 | 58,404.00 | 306.00 | 0.5% |
| Workers' Compensation | | 3601-3602 | 2,901,233.00 | 3,004,519.00 | 1,559,758.06 | 2,994,995.00 | 9,524.00 | 0.3% |
| OPEB, Allocated | | 3701-3702 | 4,054,044.00 | 4,064,770.00 | 2,316,057.88 | 4,363,329.00 | (298,559.00) | -7.3% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 10,800.00 | 10,800.00 | 6,300.00 | 10,800.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 41,311,287.00 | 43,271,930.00 | 22,906,075.42 | 43,726,754.00 | (454,824.00) | -1.1% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Approved Textbooks and Core Curricula Materials | | 4100 | 2,369,025.00 | 5,068,002.00 | 664,118.96 | 5,159,146.00 | (91,144.00) | -1.8% |
| Books and Other Reference Materials | | 4200 | 42,753.00 | 289,571.00 | 198,930.95 | 231,547.00 | 58,024.00 | 20.0% |
| Materials and Supplies | | 4300 | 12,473,844.00 | 12,621,445.00 | 2,825,518.24 | 12,647,677.00 | (26,232.00) | -0.2% |
| Noncapitalized Equipment | | 4400 | 535,587.00 | 2,543,247.00 | 241,640.35 | 2,428,807.00 | 114,440.00 | 4.5% |
| Food | | 4700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 15,421,209.00 | 20,522,265.00 | 3,930,208.50 | 20,467,177.00 | 55,088.00 | 0.3% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 5,272,686.00 | 7,226,567.00 | 2,229,843.34 | 7,311,567.00 | (85,000.00) | -1.2% |
| Travel and Conferences | | 5200 | 792,069.00 | 1,363,137.00 | 661,074.84 | 1,322,957.00 | 40,180.00 | 2.9% |
| Dues and Memberships | | 5300 | 146,791.00 | 149,291.00 | 101,822.08 | 153,506.00 | (4,215.00) | -2.8% |
| Insurance | | 5400-5450 | 726,684.00 | 727,684.00 | 753,501.71 | 727,684.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 2,675,000.00 | 2,675,000.00 | 1,624,686.30 | 2,675,000.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 790,220.00 | 856,384.00 | 762,027.27 | 1,342,577.00 | (486,193.00) | -56.8% |
| Transfers of Direct Costs | | 5710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs - Interfund | | 5750 | 23,500.00 | 28,100.00 | 18,114.89 | 55,188.00 | (27,088.00) | -96.4% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 9,343,897.00 | 9,591,348.00 | 4,504,808.12 | 10,361,955.00 | (770,607.00) | -8.0% |
| Communications | | 5900 | 638,450.00 | 639,250.00 | 291,631.49 | 642,850.00 | (3,600.00) | -0.6% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 20,409,297.00 | 23,256,761.00 | 10,947,510.04 | 24,593,284.00 | (1,336,523.00) | -5.7% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|-----------------------|-------------------------------------|-----------------------|---------------------------|----------------------------|------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 4,200.00 | (4,200.00) | New |
| Buildings and Improvements of Buildings | | 6200 | 1,000,000.00 | 8,207,842.00 | 4,517,834.54 | 8,854,742.00 | (646,900.00) | -7.9% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 821,750.00 | 936,330.00 | 787,317.86 | 1,146,330.00 | (210,000.00) | -22.4% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 1,821,750.00 | 9,144,172.00 | 5,305,152.40 | 10,005,272.00 | (861,100.00) | -9.4% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Tuition | | | | | | | | |
| Tuition for Instruction Under Interdistrict Attendance Agreements | | 7110 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| State Special Schools | | 7130 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Tuition, Excess Costs, and/or Deficit Payments Payments to Districts or Charter Schools | | 7141 | 262,000.00 | 262,000.00 | 0.00 | 262,000.00 | 0.00 | 0.0% |
| Payments to County Offices | | 7142 | 2,304,175.00 | 2,243,665.00 | 329,678.39 | 2,243,665.00 | 0.00 | 0.0% |
| Payments to JPAs | | 7143 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Pass-Through Revenues To Districts or Charter Schools | | 7211 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | | 7212 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | | 7213 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Special Education SELPA Transfers of Apportionments To Districts or Charter Schools | 6500 | 7221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | 6500 | 7222 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | 6500 | 7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| ROC/P Transfers of Apportionments To Districts or Charter Schools | 6360 | 7221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | 6360 | 7222 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | 6360 | 7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Transfers of Apportionments | All Other | 7221-7223 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers | | 7281-7283 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 275,936.00 | 275,936.00 | 278,116.99 | 275,936.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 295,021.00 | 295,021.00 | 292,839.76 | 295,021.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 3,137,132.00 | 3,076,622.00 | 900,635.14 | 3,076,622.00 | 0.00 | 0.0% |
| OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | | | | | | |
| Transfers of Indirect Costs | | 7310 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Transfers of Indirect Costs - Interfund | | 7350 | (567,122.00) | (617,009.00) | 0.00 | (617,009.00) | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | (567,122.00) | (617,009.00) | 0.00 | (617,009.00) | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 196,545,136.00 | 219,311,217.00 | 106,564,403.26 | 221,529,296.00 | (2,218,079.00) | -1.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff (E/B) (F) |
|---|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: Special Reserve Fund | | 8912 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| From: Bond Interest and Redemption Fund | | 8914 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: Child Development Fund | | 7611 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Special Reserve Fund | | 7612 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: Cafeteria Fund | | 7616 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | 130,596.00 | 34.6% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| State Apportionments Emergency Apportionments | | 8931 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | (450,694.00) | 2,922,321.00 | 0.00 | 3,052,917.00 | (130,596.00) | 4.5% |

| <u>Resource</u> | <u>Description</u> | <u>2017-18 Projected Year Totals</u> |
|---------------------------|--|--|
| 8150 | Ongoing & Major Maintenance Account (RM, | 727,103.00 |
| 9010 | Other Restricted Local | 101,325.00 |
| Total, Restricted Balance | | <u>828,428.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|-------------------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Federal Revenue | | 8100-8299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Other State Revenue | | 8300-8599 | 1,091,649.00 | 1,091,649.00 | 789,117.00 | 1,091,649.00 | 0.00 | 0.0% |
| 4) Other Local Revenue | | 8600-8799 | 1,600.00 | 1,600.00 | 180.14 | 1,600.00 | 0.00 | 0.0% |
| 5) TOTAL, REVENUES | | | 1,093,249.00 | 1,093,249.00 | 789,297.14 | 1,093,249.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 14,386.00 | 14,386.00 | 8,392.09 | 14,386.00 | 0.00 | 0.0% |
| 2) Classified Salaries | | 2000-2999 | 800,162.00 | 722,679.00 | 395,041.20 | 651,009.00 | 71,670.00 | 9.9% |
| 3) Employee Benefits | | 3000-3999 | 166,838.00 | 166,613.00 | 79,489.40 | 145,474.00 | 21,139.00 | 12.7% |
| 4) Books and Supplies | | 4000-4999 | 56,951.00 | 130,824.00 | 14,493.79 | 223,633.00 | (92,809.00) | -70.9% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 330.00 | 4,165.00 | 11,091.15 | 4,165.00 | 0.00 | 0.0% |
| 6) Capital Outlay | | 6000-6999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299, 7400-7499 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | 54,582.00 | 54,582.00 | 0.00 | 54,582.00 | 0.00 | 0.0% |
| 9) TOTAL, EXPENDITURES | | | 1,093,249.00 | 1,093,249.00 | 508,507.63 | 1,093,249.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | | | | | | |
| | | | 0.00 | 0.00 | 280,789.51 | 0.00 | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | 0.00 | 0.00 | 280,789.51 | 0.00 | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 0.00 | 0.00 | | 0.00 | | |
| d) Other Restatements | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 0.00 | 0.00 | | 0.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 0.00 | 0.00 | | 0.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | | 0.00 | 0.00 | | 0.00 | | |
| Stores | | | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | | 0.00 | 0.00 | | 0.00 | | |
| All Others | | | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | | 0.00 | 0.00 | | 0.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|-------------------------|
| FEDERAL REVENUE | | | | | | | | |
| Child Nutrition Programs | | 8220 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Contracts Between LEAs | | 8285 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Title I, Part A, Basic | 3010 | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Federal Revenue | All Other | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| Child Nutrition Programs | | 8520 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Child Development Apportionments | | 8530 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from State Sources | | 8587 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| State Preschool | 6105 | 8590 | 1,091,649.00 | 1,091,649.00 | 789,117.00 | 1,091,649.00 | 0.00 | 0.0% |
| All Other State Revenue | All Other | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 1,091,649.00 | 1,091,649.00 | 789,117.00 | 1,091,649.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Food Service Sales | | 8634 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 1,600.00 | 1,600.00 | 180.14 | 1,600.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Child Development Parent Fees | | 8673 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interagency Services | | 8677 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Fees and Contracts | | 8689 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 1,600.00 | 1,600.00 | 180.14 | 1,600.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 1,093,249.00 | 1,093,249.00 | 789,297.14 | 1,093,249.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CERTIFICATED SALARIES | | | | | | | | |
| Certificated Teachers' Salaries | | 1100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Certificated Pupil Support Salaries | | 1200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Certificated Supervisors' and Administrators' Salaries | | 1300 | 14,386.00 | 14,386.00 | 8,392.09 | 14,386.00 | 0.00 | 0.0% |
| Other Certificated Salaries | | 1900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CERTIFICATED SALARIES | | | 14,386.00 | 14,386.00 | 8,392.09 | 14,386.00 | 0.00 | 0.0% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Instructional Salaries | | 2100 | 707,406.00 | 630,311.00 | 354,942.41 | 578,179.00 | 52,132.00 | 8.3% |
| Classified Support Salaries | | 2200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 12,601.00 | 12,601.00 | 7,350.84 | 12,601.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 57,901.00 | 58,801.00 | 29,127.36 | 46,035.00 | 12,766.00 | 21.7% |
| Other Classified Salaries | | 2900 | 22,254.00 | 20,966.00 | 3,620.59 | 14,194.00 | 6,772.00 | 32.3% |
| TOTAL, CLASSIFIED SALARIES | | | 800,162.00 | 722,679.00 | 395,041.20 | 651,009.00 | 71,670.00 | 9.9% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 45,338.00 | 38,406.00 | 23,528.95 | 34,655.00 | 3,751.00 | 9.8% |
| PERS | | 3201-3202 | 51,808.00 | 50,379.00 | 21,642.66 | 46,088.00 | 4,291.00 | 8.5% |
| OASDI/Medicare/Alternative | | 3301-3302 | 42,946.00 | 39,887.00 | 19,890.34 | 35,818.00 | 4,069.00 | 10.2% |
| Health and Welfare Benefits | | 3401-3402 | 1,606.00 | 12,043.00 | 2,438.92 | 8,112.00 | 3,931.00 | 32.6% |
| Unemployment Insurance | | 3501-3502 | 406.00 | 367.00 | 200.63 | 331.00 | 36.00 | 9.8% |
| Workers' Compensation | | 3601-3602 | 20,535.00 | 18,338.00 | 10,036.07 | 16,553.00 | 1,783.00 | 9.7% |
| OPEB, Allocated | | 3701-3702 | 4,199.00 | 7,195.00 | 1,751.83 | 3,917.00 | 3,278.00 | 45.6% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 166,838.00 | 166,613.00 | 79,489.40 | 145,474.00 | 21,139.00 | 12.7% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Approved Textbooks and Core Curricula Materials | | 4100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Books and Other Reference Materials | | 4200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Materials and Supplies | | 4300 | 56,951.00 | 130,824.00 | 10,830.44 | 223,633.00 | (92,809.00) | -70.9% |
| Noncapitalized Equipment | | 4400 | 0.00 | 0.00 | 3,663.35 | 0.00 | 0.00 | 0.0% |
| Food | | 4700 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 56,951.00 | 130,824.00 | 14,493.79 | 223,633.00 | (92,809.00) | -70.9% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|-------------------------|
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Travel and Conferences | | 5200 | 330.00 | 4,165.00 | 4,113.80 | 4,165.00 | 0.00 | 0.0% |
| Dues and Memberships | | 5300 | 0.00 | 0.00 | 300.00 | 0.00 | 0.00 | 0.0% |
| Insurance | | 5400-5450 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 0.00 | 0.00 | 1,171.65 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs | | 5710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs - Interfund | | 5750 | 0.00 | 0.00 | 3,327.70 | 0.00 | 0.00 | 0.0% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 0.00 | 0.00 | 2,178.00 | 0.00 | 0.00 | 0.0% |
| Communications | | 5900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 330.00 | 4,165.00 | 11,091.15 | 4,165.00 | 0.00 | 0.0% |
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Buildings and Improvements of Buildings | | 6200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Other Transfers Out | | | | | | | | |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | | | | | | |
| Transfers of Indirect Costs - Interfund | | 7350 | 54,582.00 | 54,582.00 | 0.00 | 54,582.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO - TRANSFERS OF INDIRECT COSTS | | | 54,582.00 | 54,582.00 | 0.00 | 54,582.00 | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 1,093,249.00 | 1,093,249.00 | 508,507.63 | 1,093,249.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: General Fund | | 8911 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | | | | | | | |
| Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|-----------------|---------------------------|--|
| | Total, Restricted Balance | <u>0.00</u> |

2017-18 Second Interim
Cafeteria Special Revenue Fund
Revenues, Expenditures, and Changes in Fund Balance

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|-------------------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Federal Revenue | | 8100-8299 | 8,812,871.00 | 9,865,560.00 | 3,123,744.20 | 9,865,560.00 | 0.00 | 0.0% |
| 3) Other State Revenue | | 8300-8599 | 655,768.00 | 655,768.00 | 228,337.79 | 655,768.00 | 0.00 | 0.0% |
| 4) Other Local Revenue | | 8600-8799 | 844,000.00 | 844,000.00 | 343,129.73 | 844,000.00 | 0.00 | 0.0% |
| 5) TOTAL REVENUES | | | 10,312,639.00 | 11,365,328.00 | 3,695,211.72 | 11,365,328.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Classified Salaries | | 2000-2999 | 3,994,118.00 | 4,245,686.00 | 1,987,277.85 | 4,162,748.00 | 82,938.00 | 2.0% |
| 3) Employee Benefits | | 3000-3999 | 1,328,125.00 | 1,385,659.00 | 673,719.78 | 1,365,084.00 | 20,575.00 | 1.5% |
| 4) Books and Supplies | | 4000-4999 | 4,787,300.00 | 5,493,846.00 | 2,016,223.97 | 5,411,465.00 | 82,381.00 | 1.5% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 111,250.00 | 107,850.00 | 60,700.97 | 163,148.00 | (55,298.00) | -51.3% |
| 6) Capital Outlay | | 6000-6999 | 30,000.00 | 30,000.00 | 13,879.37 | 30,000.00 | 0.00 | 0.0% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299, 7400-7499 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | 512,540.00 | 562,427.00 | 0.00 | 562,427.00 | 0.00 | 0.0% |
| 9) TOTAL EXPENDITURES | | | 10,763,333.00 | 11,825,468.00 | 4,751,801.94 | 11,694,872.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | | | | | | |
| | | | (450,694.00) | (460,140.00) | (1,056,590.22) | (329,544.00) | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | (130,596.00) | -34.6% |
| b) Transfers Out | | 7600-7629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) TOTAL OTHER FINANCING SOURCES/USES | | | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | 0.00 | (82,461.00) | (1,056,590.22) | (82,461.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 135,676.68 | 135,677.00 | | 135,677.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 135,676.68 | 135,677.00 | | 135,677.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 135,676.68 | 135,677.00 | | 135,677.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 135,676.68 | 53,216.00 | | 53,216.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | | 135,676.68 | 53,216.00 | | 53,216.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| FEDERAL REVENUE | | | | | | | | |
| Child Nutrition Programs | | 8220 | 8,812,871.00 | 9,865,560.00 | 3,123,744.20 | 9,865,560.00 | 0.00 | 0.0% |
| Donated Food Commodities | | 8221 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Federal Revenue | | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 8,812,871.00 | 9,865,560.00 | 3,123,744.20 | 9,865,560.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| Child Nutrition Programs | | 8520 | 655,768.00 | 655,768.00 | 228,337.79 | 655,768.00 | 0.00 | 0.0% |
| All Other State Revenue | | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 655,768.00 | 655,768.00 | 228,337.79 | 655,768.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Food Service Sales | | 8634 | 830,000.00 | 830,000.00 | 340,523.41 | 830,000.00 | 0.00 | 0.0% |
| Leases and Rentals | | 8650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 14,000.00 | 14,000.00 | 2,525.32 | 14,000.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Interagency Services | | 8677 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 81.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 844,000.00 | 844,000.00 | 343,129.73 | 844,000.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 10,312,639.00 | 11,365,328.00 | 3,695,211.72 | 11,365,328.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|-------------------------|
| CERTIFICATED SALARIES | | | | | | | | |
| Certificated Supervisors' and Administrators' Salaries | | 1300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Certificated Salaries | | 1900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CERTIFICATED SALARIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Support Salaries | | 2200 | 3,641,340.00 | 3,841,087.00 | 1,778,403.30 | 3,758,149.00 | 82,938.00 | 2.2% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 210,856.00 | 250,608.00 | 122,999.17 | 250,608.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 141,922.00 | 153,991.00 | 85,875.38 | 153,991.00 | 0.00 | 0.0% |
| Other Classified Salaries | | 2900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CLASSIFIED SALARIES | | | 3,994,118.00 | 4,245,686.00 | 1,987,277.85 | 4,162,748.00 | 82,938.00 | 2.0% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| PERS | | 3201-3202 | 590,632.00 | 623,725.00 | 287,584.26 | 614,719.00 | 9,006.00 | 1.4% |
| OASDI/Medicare/Alternative | | 3301-3302 | 298,230.00 | 317,578.00 | 149,385.96 | 312,114.00 | 5,464.00 | 1.7% |
| Health and Welfare Benefits | | 3401-3402 | 247,633.00 | 247,618.00 | 138,862.29 | 248,702.00 | 916.00 | 0.4% |
| Unemployment Insurance | | 3501-3502 | 1,952.00 | 2,075.00 | 975.78 | 2,040.00 | 35.00 | 1.7% |
| Workers' Compensation | | 3601-3602 | 100,678.00 | 105,807.00 | 50,109.88 | 103,743.00 | 2,064.00 | 2.0% |
| OPEB, Allocated | | 3701-3702 | 89,000.00 | 88,856.00 | 46,801.61 | 85,766.00 | 3,090.00 | 3.5% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 1,328,125.00 | 1,385,659.00 | 673,719.78 | 1,365,084.00 | 20,575.00 | 1.5% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Books and Other Reference Materials | | 4200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Materials and Supplies | | 4300 | 304,500.00 | 433,664.00 | 32,137.07 | 351,283.00 | 82,381.00 | 19.0% |
| Noncapitalized Equipment | | 4400 | 50,000.00 | 52,000.00 | 17,344.76 | 52,000.00 | 0.00 | 0.0% |
| Food | | 4700 | 4,432,800.00 | 5,008,182.00 | 1,986,742.14 | 5,008,182.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 4,787,300.00 | 5,493,846.00 | 2,016,223.97 | 5,411,465.00 | 82,381.00 | 1.5% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: General Fund | | 8916 | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | (130,596.00) | -34.6% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | (130,596.00) | -34.6% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | | | | | | | |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 450,694.00 | 377,679.00 | 0.00 | 247,083.00 | | |

| Resource | Description | 2017/18 Projected Year Totals |
|---------------------------|---|--|
| 5330 | Child Nutrition: Summer Food Service Program Operations | 53,216.00 |
| Total, Restricted Balance | | <u>53,216.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|---------------------|-------------------------------------|---------------------|---------------------------|----------------------------|-------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | 950.00 | 950.00 | 143.90 | 950.00 | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 124,042.03 | 124,042.00 | | 124,042.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 124,042.03 | 124,042.00 | | 124,042.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 124,042.03 | 124,042.00 | | 124,042.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 124,992.03 | 124,992.00 | | 124,992.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted | | | | | | | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 124,992.03 | 124,992.00 | | 124,992.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | 9790 | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| OTHER LOCAL REVENUE | | | | | | | | |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 950.00 | 950.00 | 143.90 | 950.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 950.00 | 950.00 | 143.90 | 950.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 950.00 | 950.00 | 143.90 | 950.00 | | |
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| From: General Fund/CSSF | | 8912 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: General Fund/CSSF | | 7612 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|-----------------|---------------------------|--|
| | Total, Restricted Balance | <u>0.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|-------------------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Federal Revenue | | 8100-8299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Other State Revenue | | 8300-8599 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) Other Local Revenue | | 8600-8799 | 787,972.00 | 787,972.00 | 122,051.27 | 787,972.00 | 0.00 | 0.0% |
| 5) TOTAL, REVENUES | | | 787,972.00 | 787,972.00 | 122,051.27 | 787,972.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Classified Salaries | | 2000-2999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Employee Benefits | | 3000-3999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) Books and Supplies | | 4000-4999 | 0.00 | 0.00 | 1,154,953.08 | 0.00 | 0.00 | 0.0% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 0.00 | 1,666,000.00 | 1,261,881.55 | 2,972,107.00 | (1,306,107.00) | -78.4% |
| 6) Capital Outlay | | 6000-6999 | 38,306,985.00 | 105,203,983.00 | 19,267,375.16 | 95,065,160.00 | 10,138,823.00 | 9.6% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299, 7400-7499 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 9) TOTAL, EXPENDITURES | | | 38,306,985.00 | 106,869,983.00 | 21,684,209.79 | 98,037,267.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | (37,519,013.00) | (108,082,011.00) | (21,562,158.52) | (97,249,295.00) | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | (37,519,013.00) | (106,082,011.00) | (21,562,158.52) | (97,249,295.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 106,082,010.15 | 106,082,011.00 | | 106,082,011.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 106,082,010.15 | 106,082,011.00 | | 106,082,011.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 106,082,010.15 | 106,082,011.00 | | 106,082,011.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 68,562,997.15 | 0.00 | | 8,832,716.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Legally Restricted Balance | | | 68,562,997.15 | 0.00 | | 8,832,716.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| FEDERAL REVENUE | | | | | | | | |
| FEMA | | 8281 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Federal Revenue | | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| Tax Relief Subventions Restricted Levies - Other | | | | | | | | |
| Homeowners' Exemptions | | 8575 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Subventions/In-Lieu Taxes | | 8576 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Revenue | | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| County and District Taxes | | | | | | | | |
| Other Restricted Levies Secured Roll | | | | | | | | |
| | | 8615 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| | | 8616 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| | | 8617 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| | | 8618 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Ad Valorem Taxes Parcel Taxes | | | | | | | | |
| | | 8621 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| | | 8622 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Community Redevelopment Funds Not Subject to LCFF Deduction | | | | | | | | |
| | | 8625 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Penalties and Interest from Delinquent Non-LCFF Taxes | | | | | | | | |
| | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Sales Sale of Equipment/Supplies | | | | | | | | |
| | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Leases and Rentals | | | | | | | | |
| | | 8650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | | | | | | | |
| | | 8660 | 787,972.00 | 787,972.00 | 122,051.27 | 787,972.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | | | | | | | |
| | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | | | | | | | |
| | | 8699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | | | | | | | |
| | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 787,972.00 | 787,972.00 | 122,051.27 | 787,972.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 787,972.00 | 787,972.00 | 122,051.27 | 787,972.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Support Salaries | | 2200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Classified Salaries | | 2900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CLASSIFIED SALARIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| PERS | | 3201-3202 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OASDI/Medicare/Alternative | | 3301-3302 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Health and Welfare Benefits | | 3401-3402 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unemployment Insurance | | 3501-3502 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Workers' Compensation | | 3601-3602 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Allocated | | 3701-3702 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Books and Other Reference Materials | | 4200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Materials and Supplies | | 4300 | 0.00 | 0.00 | 471,671.42 | 0.00 | 0.00 | 0.0% |
| Noncapitalized Equipment | | 4400 | 0.00 | 0.00 | 683,281.66 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 0.00 | 0.00 | 1,154,953.08 | 0.00 | 0.00 | 0.0% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Travel and Conferences | | 5200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Insurance | | 5400-5450 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs | | 5710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs - Interfund | | 5750 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 0.00 | 1,666,000.00 | 1,261,881.55 | 2,972,107.00 | (1,306,107.00) | -78.4% |
| Communications | | 5900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 0.00 | 1,666,000.00 | 1,261,881.55 | 2,972,107.00 | (1,306,107.00) | -78.4% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 8,264,752.00 | 8,264,752.00 | 224,207.95 | 8,327,012.00 | (62,260.00) | -0.8% |
| Land Improvements | | 6170 | 474,402.00 | 474,402.00 | 287,752.60 | 520,402.00 | (46,000.00) | -9.7% |
| Buildings and Improvements of Buildings | | 6200 | 25,697,831.00 | 92,594,829.00 | 18,775,414.61 | 82,069,170.00 | 10,525,659.00 | 11.4% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 3,870,000.00 | 3,870,000.00 | 0.00 | 4,148,576.00 | (278,576.00) | -7.2% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 38,306,985.00 | 105,203,983.00 | 19,267,375.16 | 95,065,160.00 | 10,138,823.00 | 9.6% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Other Transfers Out | | | | | | | | |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Repayment of State School Building Fund Aid - Proceeds from Bonds | | 7435 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service - Interest | | 7438 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 38,306,985.00 | 105,869,983.00 | 21,684,209.79 | 98,037,267.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Proceeds | | | | | | | | |
| Proceeds from Sale of Bonds | | 8951 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources | | | | | | | | |
| County School Building Aid | | 8961 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | | | | | | | |
| Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|---------------------------|------------------------|--|
| 9010 | Other Restricted Local | 8,832,716.00 |
| Total, Restricted Balance | | <u>8,832,716.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | (21,109.00) | 234,641.00 | 1,029,896.88 | 234,641.00 | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 6,415,648.67 | 6,415,649.00 | | 6,415,649.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 6,415,648.67 | 6,415,649.00 | | 6,415,649.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 6,415,648.67 | 6,415,649.00 | | 6,415,649.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 6,394,539.67 | 6,650,290.00 | | 6,650,290.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Legally Restricted Balance | | | 6,394,539.67 | 6,650,290.00 | | 6,650,290.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| OTHER STATE REVENUE | | | | | | | | |
| Tax Relief Subventions | | | | | | | | |
| Restricted Levies - Other | | | | | | | | |
| Homeowners' Exemptions | | 8575 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Subventions/In-Lieu Taxes | | 8576 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Revenue | | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| County and District Taxes | | | | | | | | |
| Other Restricted Levies | | | | | | | | |
| Secured Roll | | 8615 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unsecured Roll | | 8616 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Prior Years' Taxes | | 8617 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Supplemental Taxes | | 8618 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Non-Ad Valorem Taxes | | | | | | | | |
| Parcel Taxes | | 8621 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other | | 8622 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Community Redevelopment Funds | | | | | | | | |
| Not Subject to LCFF Deduction | | 8625 | 500,000.00 | 780,750.00 | 246,867.07 | 780,750.00 | 0.00 | 0.0% |
| Penalties and Interest from Delinquent | | | | | | | | |
| Non-LCFF Taxes | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 69,650.00 | 69,650.00 | 7,217.87 | 69,650.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| Mitigation/Developer Fees | | 8681 | 0.00 | 0.00 | 1,299,217.56 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 81,247.40 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 569,650.00 | 850,400.00 | 1,634,549.90 | 850,400.00 | 0.00 | 0.0% |
| TOTAL REVENUES | | | 569,650.00 | 850,400.00 | 1,634,549.90 | 850,400.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CERTIFICATED SALARIES | | | | | | | | |
| Other Certificated Salaries | | 1900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CERTIFICATED SALARIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Support Salaries | | 2200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Classified Salaries | | 2900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CLASSIFIED SALARIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| PERS | | 3201-3202 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OASDI/Medicare/Alternative | | 3301-3302 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Health and Welfare Benefits | | 3401-3402 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unemployment Insurance | | 3501-3502 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Workers' Compensation | | 3601-3602 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Allocated | | 3701-3702 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Approved Textbooks and Core Curricula Materials | | 4100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Books and Other Reference Materials | | 4200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Materials and Supplies | | 4300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Noncapitalized Equipment | | 4400 | 0.00 | 0.00 | 2,934.23 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 0.00 | 0.00 | 2,934.23 | 0.00 | 0.00 | 0.0% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Travel and Conferences | | 5200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Insurance | | 5400-5450 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 116,249.00 | 116,249.00 | 119,411.80 | 116,249.00 | 0.00 | 0.0% |
| Transfers of Direct Costs | | 5710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs - Interfund | | 5750 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 0.00 | 0.00 | 9,995.00 | 0.00 | 0.00 | 0.0% |
| Communications | | 5900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 116,249.00 | 116,249.00 | 129,406.80 | 116,249.00 | 0.00 | 0.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Buildings and Improvements of Buildings | | 6200 | 0.00 | 25,000.00 | 0.00 | 25,000.00 | 0.00 | 0.0% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 0.00 | 0.00 | 80,675.74 | 0.00 | 0.00 | 0.0% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 0.00 | 25,000.00 | 80,675.74 | 25,000.00 | 0.00 | 0.0% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Other Transfers Out | | | | | | | | |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 172,910.00 | 172,910.00 | 90,036.25 | 172,910.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 301,600.00 | 301,600.00 | 301,600.00 | 301,600.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 474,510.00 | 474,510.00 | 391,636.25 | 474,510.00 | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 590,759.00 | 615,759.00 | 604,653.02 | 615,759.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Proceeds | | | | | | | | |
| Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Certificates of Participation | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|---------------------------|------------------------|--|
| 9010 | Other Restricted Local | 6,650,290.00 |
| Total, Restricted Balance | | <u>6,650,290.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|-------------------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| A. REVENUES | | | | | | | | |
| 1) LCFF Sources | | 8010-8099 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Federal Revenue | | 8100-8299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Other State Revenue | | 8300-8599 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) Other Local Revenue | | 8600-8799 | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | 0.00 | 0.0% |
| 5) TOTAL, REVENUES | | | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | | |
| B. EXPENDITURES | | | | | | | | |
| 1) Certificated Salaries | | 1000-1999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 2) Classified Salaries | | 2000-2999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Employee Benefits | | 3000-3999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) Books and Supplies | | 4000-4999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 5) Services and Other Operating Expenditures | | 5000-5999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 6) Capital Outlay | | 6000-6999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 7) Other Outgo (excluding Transfers of Indirect Costs) | | 7100-7299, 7400-7499 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 8) Other Outgo - Transfers of Indirect Costs | | 7300-7399 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 9) TOTAL, EXPENDITURES | | | 0.00 | 0.00 | 0.00 | 0.00 | | |
| C. EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES BEFORE OTHER FINANCING SOURCES AND USES (A5 - B9) | | | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | | |
| D. OTHER FINANCING SOURCES/USES | | | | | | | | |
| 1) Interfund Transfers | | | | | | | | |
| a) Transfers In | | 8900-8929 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Transfers Out | | 7600-7629 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| 2) Other Sources/Uses | | | | | | | | |
| a) Sources | | 8930-8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| b) Uses | | 7630-7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 3) Contributions | | 8980-8999 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| 4) TOTAL, OTHER FINANCING SOURCES/USES | | | 0.00 | (3,300,000.00) | 0.00 | (3,300,000.00) | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND BALANCE (C + D4) | | | 39,300.00 | (3,260,700.00) | 10,740.58 | (3,260,700.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 9,270,436.20 | 9,270,436.00 | | 9,270,436.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 9,270,436.20 | 9,270,436.00 | | 9,270,436.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 9,270,436.20 | 9,270,436.00 | | 9,270,436.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 9,309,736.20 | 6,009,736.00 | | 6,009,736.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Legally Restricted Balance | | | 9,309,736.20 | 6,009,736.00 | | 6,009,736.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| FEDERAL REVENUE | | | | | | | | |
| All Other Federal Revenue | | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| School Facilities Apportionments | | 8545 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Pass-Through Revenues from State Sources | | 8587 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other State Revenue | | 8590 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| Sales | | | | | | | | |
| Sale of Equipment/Supplies | | 8631 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Leases and Rentals | | 8650 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 39,300.00 | 39,300.00 | 10,740.58 | 39,300.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CLASSIFIED SALARIES | | | | | | | | |
| Classified Support Salaries | | 2200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Classified Supervisors' and Administrators' Salaries | | 2300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Clerical, Technical and Office Salaries | | 2400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Classified Salaries | | 2900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CLASSIFIED SALARIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| EMPLOYEE BENEFITS | | | | | | | | |
| STRS | | 3101-3102 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| PERS | | 3201-3202 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OASDI/Medicare/Alternative | | 3301-3302 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Health and Welfare Benefits | | 3401-3402 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Unemployment Insurance | | 3501-3502 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Workers' Compensation | | 3601-3602 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Allocated | | 3701-3702 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OPEB, Active Employees | | 3751-3752 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Employee Benefits | | 3901-3902 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EMPLOYEE BENEFITS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| BOOKS AND SUPPLIES | | | | | | | | |
| Books and Other Reference Materials | | 4200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Materials and Supplies | | 4300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Noncapitalized Equipment | | 4400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, BOOKS AND SUPPLIES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| SERVICES AND OTHER OPERATING EXPENDITURES | | | | | | | | |
| Subagreements for Services | | 5100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Travel and Conferences | | 5200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Insurance | | 5400-5450 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Operations and Housekeeping Services | | 5500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Rentals, Leases, Repairs, and Noncapitalized Improvements | | 5600 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs | | 5710 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Transfers of Direct Costs - Interfund | | 5750 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Communications | | 5900 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENDITURES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| CAPITAL OUTLAY | | | | | | | | |
| Land | | 6100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Land Improvements | | 6170 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Buildings and Improvements of Buildings | | 6200 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Books and Media for New School Libraries or Major Expansion of School Libraries | | 6300 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment | | 6400 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Equipment Replacement | | 6500 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, CAPITAL OUTLAY | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Other Transfers Out | | | | | | | | |
| Transfers of Pass-Through Revenues | | | | | | | | |
| To Districts or Charter Schools | | 7211 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To County Offices | | 7212 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| To JPAs | | 7213 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers Out to All Others | | 7299 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Debt Service | | | | | | | | |
| Debt Service - Interest | | 7438 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| To: State School Building Fund/ County School Facilities Fund From: All Other Funds | | 8913 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: State School Building Fund/ County School Facilities Fund | | 7613 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 3,300,000.00 | 0.00 | 3,300,000.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Proceeds | | | | | | | | |
| Proceeds from Sale/Lease- Purchase of Land/Buildings | | 8953 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Long-Term Debt Proceeds | | | | | | | | |
| Proceeds from Certificates of Participation | | 8971 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Capital Leases | | 8972 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Proceeds from Lease Revenue Bonds | | 8973 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | (3,300,000.00) | 0.00 | (3,300,000.00) | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|---------------------------|----------------------------------|--|
| 7710 | State School Facilities Projects | 6,009,736.00 |
| Total, Restricted Balance | | <u>6,009,736.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|---|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN FUND | | | | | | | | |
| BALANCE (C + D4) | | | (4,871,131.00) | (5,220,772.00) | (2,917,966.31) | (5,220,772.00) | | |
| F. FUND BALANCE, RESERVES | | | | | | | | |
| 1) Beginning Fund Balance | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 19,577,762.55 | 19,577,762.00 | | 19,577,762.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 19,577,762.55 | 19,577,762.00 | | 19,577,762.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Balance (F1c + F1d) | | | 19,577,762.55 | 19,577,762.00 | | 19,577,762.00 | | |
| 2) Ending Balance, June 30 (E + F1e) | | | 14,706,631.55 | 14,356,990.00 | | 14,356,990.00 | | |
| Components of Ending Fund Balance | | | | | | | | |
| a) Nonspendable | | | | | | | | |
| Revolving Cash | | 9711 | 0.00 | 0.00 | | 0.00 | | |
| Stores | | 9712 | 0.00 | 0.00 | | 0.00 | | |
| Prepaid Expenditures | | 9713 | 0.00 | 0.00 | | 0.00 | | |
| All Others | | 9719 | 0.00 | 0.00 | | 0.00 | | |
| b) Legally Restricted Balance | | | 14,706,631.55 | 14,356,990.00 | | 14,356,990.00 | | |
| c) Committed | | | | | | | | |
| Stabilization Arrangements | | 9750 | 0.00 | 0.00 | | 0.00 | | |
| Other Commitments | | 9760 | 0.00 | 0.00 | | 0.00 | | |
| d) Assigned | | | | | | | | |
| Other Assignments | | 9780 | 0.00 | 0.00 | | 0.00 | | |
| e) Unassigned/Unappropriated | | | | | | | | |
| Reserve for Economic Uncertainties | | 9789 | 0.00 | 0.00 | | 0.00 | | |
| Unassigned/Unappropriated Amount | | | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| FEDERAL REVENUE | | | | | | | | |
| All Other Federal Revenue | | 8290 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, FEDERAL REVENUE | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER STATE REVENUE | | | | | | | | |
| Tax Relief Subventions Voted Indebtedness Levies | | | | | | | | |
| Homeowners' Exemptions | | 8571 | 90,463.00 | 84,859.00 | 40,151.87 | 84,859.00 | 0.00 | 0.0% |
| Other Subventions/In-Lieu Taxes | | 8572 | 0.00 | 0.00 | 3,480.81 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER STATE REVENUE | | | 90,463.00 | 84,859.00 | 43,632.68 | 84,859.00 | 0.00 | 0.0% |
| OTHER LOCAL REVENUE | | | | | | | | |
| County and District Taxes Voted Indebtedness Levies Secured Roll | | | | | | | | |
| | | 8611 | 10,503,399.00 | 10,139,362.00 | 5,619,160.85 | 10,139,362.00 | 0.00 | 0.0% |
| Unsecured Roll | | 8612 | 0.00 | 0.00 | 569,686.85 | 0.00 | 0.00 | 0.0% |
| Prior Years' Taxes | | 8613 | 0.00 | 0.00 | 34,461.20 | 0.00 | 0.00 | 0.0% |
| Supplemental Taxes | | 8614 | 0.00 | 0.00 | 117,831.78 | 0.00 | 0.00 | 0.0% |
| Penalties and Interest from Delinquent Non-LCFF Taxes | | 8629 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Interest | | 8660 | 41,000.00 | 61,000.00 | 25,626.58 | 61,000.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Transfers In from All Others | | 8799 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 10,544,399.00 | 10,200,362.00 | 6,366,767.22 | 10,200,362.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 10,634,862.00 | 10,285,221.00 | 6,410,399.90 | 10,285,221.00 | | |
| OTHER OUTGO (excluding Transfers of Indirect Costs) | | | | | | | | |
| Debt Service | | | | | | | | |
| Bond Redemptions | | 7433 | 4,891,641.00 | 4,891,641.00 | 4,198,013.75 | 4,891,641.00 | 0.00 | 0.0% |
| Bond Interest and Other Service Charges | | 7434 | 10,614,352.00 | 10,614,352.00 | 5,148,664.45 | 10,614,352.00 | 0.00 | 0.0% |
| Debt Service - Interest | | 7438 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Debt Service - Principal | | 7439 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER OUTGO (excluding Transfers of Indirect Costs) | | | 15,505,993.00 | 15,505,993.00 | 9,346,678.20 | 15,505,993.00 | 0.00 | 0.0% |
| TOTAL, EXPENDITURES | | | 15,505,993.00 | 15,505,993.00 | 9,346,678.20 | 15,505,993.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| INTERFUND TRANSFERS OUT | | | | | | | | |
| To: General Fund | | 7614 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Other Authorized Interfund Transfers Out | | 7619 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (b) TOTAL, INTERFUND TRANSFERS OUT | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 18,311.99 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 18,311.99 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Uses | | 7699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a - b + c - d + e) | | | 0.00 | 0.00 | 18,311.99 | 0.00 | | |

| <u>Resource</u> | <u>Description</u> | <u>2017/18 Projected Year Totals</u> |
|---------------------------|------------------------|--|
| 9010 | Other Restricted Local | 14,356,990.00 |
| Total, Restricted Balance | | <u>14,356,990.00</u> |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| E. NET INCREASE (DECREASE) IN NET POSITION (C + D4) | | | 244,900.00 | 337,947.00 | (2,118,674.04) | 543,800.00 | | |
| F. NET POSITION | | | | | | | | |
| 1) Beginning Net Position | | | | | | | | |
| a) As of July 1 - Unaudited | | 9791 | 8,537,733.75 | 8,537,734.00 | | 8,537,734.00 | 0.00 | 0.0% |
| b) Audit Adjustments | | 9793 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| c) As of July 1 - Audited (F1a + F1b) | | | 8,537,733.75 | 8,537,734.00 | | 8,537,734.00 | | |
| d) Other Restatements | | 9795 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.0% |
| e) Adjusted Beginning Net Position (F1c + F1d) | | | 8,537,733.75 | 8,537,734.00 | | 8,537,734.00 | | |
| 2) Ending Net Position, June 30 (E + F1e) | | | 8,782,633.75 | 8,875,681.00 | | 9,081,534.00 | | |
| Components of Ending Net Position | | | | | | | | |
| a) Net Investment in Capital Assets | | 9796 | 0.00 | 0.00 | | 0.00 | | |
| b) Restricted Net Position | | 9797 | 8,782,633.75 | 8,875,681.00 | | 9,081,534.00 | | |
| c) Unrestricted Net Position | | 9790 | 0.00 | 0.00 | | 0.00 | | |

| Description | Resource Codes | Object Codes | Original Budget (A) | Board Approved Operating Budget (B) | Actuals To Date (C) | Projected Year Totals (D) | Difference (Col B & D) (E) | % Diff Column B & D (F) |
|--|----------------|--------------|------------------------|---|------------------------|---------------------------------|----------------------------------|----------------------------------|
| OTHER LOCAL REVENUE | | | | | | | | |
| Interest | | 8660 | 44,900.00 | 44,900.00 | 6,387.44 | 44,900.00 | 0.00 | 0.0% |
| Net Increase (Decrease) in the Fair Value of Investments | | 8662 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Fees and Contracts | | | | | | | | |
| In-District Premiums/Contributions | | 8674 | 4,100,000.00 | 4,100,000.00 | 0.00 | 4,100,000.00 | 0.00 | 0.0% |
| Other Local Revenue | | | | | | | | |
| All Other Local Revenue | | 8699 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER LOCAL REVENUE | | | 4,144,900.00 | 4,144,900.00 | 6,387.44 | 4,144,900.00 | 0.00 | 0.0% |
| TOTAL, REVENUES | | | 4,144,900.00 | 4,144,900.00 | 6,387.44 | 4,144,900.00 | | |
| SERVICES AND OTHER OPERATING EXPENSES | | | | | | | | |
| Subagreements for Services | | 5100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Professional/Consulting Services and Operating Expenditures | | 5800 | 3,900,000.00 | 3,806,953.00 | 2,125,061.48 | 3,601,100.00 | 205,853.00 | 5.4% |
| TOTAL, SERVICES AND OTHER OPERATING EXPENSES | | | 3,900,000.00 | 3,806,953.00 | 2,125,061.48 | 3,601,100.00 | 205,853.00 | 5.4% |
| TOTAL, EXPENSES | | | 3,900,000.00 | 3,806,953.00 | 2,125,061.48 | 3,601,100.00 | | |
| INTERFUND TRANSFERS | | | | | | | | |
| INTERFUND TRANSFERS IN | | | | | | | | |
| Other Authorized Interfund Transfers In | | 8919 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (a) TOTAL, INTERFUND TRANSFERS IN | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| OTHER SOURCES/USES | | | | | | | | |
| SOURCES | | | | | | | | |
| Other Sources | | | | | | | | |
| Transfers from Funds of Lapsed/Reorganized LEAs | | 8965 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| All Other Financing Sources | | 8979 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (c) TOTAL, SOURCES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| USES | | | | | | | | |
| Transfers of Funds from Lapsed/Reorganized LEAs | | 7651 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (d) TOTAL, USES | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| CONTRIBUTIONS | | | | | | | | |
| Contributions from Unrestricted Revenues | | 8980 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| Contributions from Restricted Revenues | | 8990 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| (e) TOTAL, CONTRIBUTIONS | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0% |
| TOTAL, OTHER FINANCING SOURCES/USES (a + c - d + e) | | | 0.00 | 0.00 | 0.00 | 0.00 | | |

| Resource | Description | 2017/18 Projected Year Totals |
|---------------------------------------|------------------------|--|
| 9010 | Other Restricted Local | 9,081,534.00 |
| Total, Restricted Net Position | | 9,081,534.00 |

Provide methodology and assumptions used to estimate ADA, enrollment, revenues, expenditures, reserves and fund balance, and multiyear commitments (including cost-of-living adjustments).

Deviations from the standards must be explained and may affect the interim certification.

CRITERIA AND STANDARDS

1. CRITERION: Average Daily Attendance

STANDARD: Funded average daily attendance (ADA) for any of the current fiscal year or two subsequent fiscal years has not changed by more than two percent since first interim projections.

District's ADA Standard Percentage Range: -2.0% to +2.0%

1A. Calculating the District's ADA Variances

DATA ENTRY: First Interim data that exist will be extracted into the first column, otherwise, enter data for all fiscal years. Second Interim Projected Year Totals data that exist for the current year will be extracted; otherwise, enter data for all fiscal years. Enter district regular ADA and charter school ADA corresponding to financial data reported in the General Fund, only, for all fiscal years.

Estimated Funded ADA

| Fiscal Year | First Interim Projected Year Totals (Form 01CSI, Item 1A) | Second Interim Projected Year Totals (Form A1, Lines A4 and C4) | Percent Change | Status | |
|-------------------------------|---|---|------------------|-------------|------------|
| Current Year (2017-18) | District Regular | 16,068.68 | 16,134.26 | | |
| | Charter School | 0.00 | 0.00 | | |
| | Total ADA | 16,068.68 | 16,134.26 | 0.4% | Met |
| 1st Subsequent Year (2018-19) | District Regular | 16,068.68 | 16,134.00 | | |
| | Charter School | | | | |
| | Total ADA | 16,068.68 | 16,134.00 | 0.4% | Met |
| 2nd Subsequent Year (2019-20) | District Regular | 16,068.68 | 16,134.00 | | |
| | Charter School | | | | |
| | Total ADA | 16,068.68 | 16,134.00 | 0.4% | Met |

1B. Comparison of District ADA to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD MET - Funded ADA has not changed since first interim projections by more than two percent in any of the current year or two subsequent fiscal years.

Explanation:
(required if NOT met)

2. CRITERION: Enrollment

STANDARD: Projected enrollment for any of the current fiscal year or two subsequent fiscal years has not changed by more than two percent since first interim projections.

District's Enrollment Standard Percentage Range: -2.0% to +2.0%

2A. Calculating the District's Enrollment Variances

DATA ENTRY: First Interim data that exist will be extracted; otherwise, enter data into the first column for all fiscal years. Enter data in the second column for all fiscal years. Enter district regular enrollment and charter school enrollment corresponding to financial data reported in the General Fund, only, for all fiscal years.

| Fiscal Year | Enrollment | | Percent Change | Status |
|-------------------------------|--|-----------------------------------|----------------|------------|
| | First Interim (Form 01CSI, Item 2A) | Second Interim CBEDS/Projected | | |
| Current Year (2017-18) | | | | |
| District Regular | 16,608 | 16,608 | | |
| Charter School | 0 | | | |
| Total Enrollment | 16,608 | 16,608 | 0.0% | Met |
| 1st Subsequent Year (2018-19) | | | | |
| District Regular | 16,608 | 16,608 | | |
| Charter School | | | | |
| Total Enrollment | 16,608 | 16,608 | 0.0% | Met |
| 2nd Subsequent Year (2019-20) | | | | |
| District Regular | 16,608 | 16,608 | | |
| Charter School | | | | |
| Total Enrollment | 16,608 | 16,608 | 0.0% | Met |

2B. Comparison of District Enrollment to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD MET - Enrollment projections have not changed since first interim projections by more than two percent for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

3. CRITERION: ADA to Enrollment

STANDARD: Projected second period (P-2) average daily attendance (ADA) to enrollment ratio for any of the current fiscal year or two subsequent fiscal years has not increased from the historical average ratio from the three prior fiscal years by more than one half of one percent (0.5%).

3A. Calculating the District's ADA to Enrollment Standard

DATA ENTRY: Unaudited Actuals data that exist will be extracted into the P-2 ADA column for the First Prior Year; otherwise, enter First Prior Year data. P-2 ADA for the second and third prior years are preloaded. First Interim data that exist will be extracted into the Enrollment column; otherwise, enter Enrollment data for all fiscal years. Data should reflect district regular and charter school ADA/enrollment corresponding to financial data reported in the General Fund, only, for all fiscal years.

| Fiscal Year | P-2 ADA Unaudited Actuals (Form A, Lines A4 and C4) | Enrollment CBEDS Actual (Form 01CSI, Item 3A) | Historical Ratio of ADA to Enrollment |
|--|---|---|--|
| Third Prior Year (2014-15) | | | |
| District Regular | 16,400 | 16,916 | |
| Charter School | | 0 | |
| Total ADA/Enrollment | 16,400 | 16,916 | 96.9% |
| Second Prior Year (2015-16) | | | |
| District Regular | 16,359 | 16,918 | |
| Charter School | | 0 | |
| Total ADA/Enrollment | 16,359 | 16,918 | 96.7% |
| First Prior Year (2016-17) | | | |
| District Regular | 16,173 | 16,822 | |
| Charter School | | | |
| Total ADA/Enrollment | 16,173 | 16,822 | 96.1% |
| Historical Average Ratio: | | | 96.6% |
| District's ADA to Enrollment Standard (historical average ratio plus 0.5%): | | | 97.1% |

3B. Calculating the District's Projected Ratio of ADA to Enrollment

DATA ENTRY: Estimated P-2 ADA will be extracted into the first column for the Current Year; enter data in the first column for the subsequent fiscal years. Data should reflect district regular and charter school ADA/enrollment corresponding to financial data reported in the General Fund, only, for all fiscal years. All other data are extracted.

| Fiscal Year | Estimated P-2 ADA (Form AI, Lines A4 and C4) | Enrollment CBEDS/Projected (Criterion 2, Item 2A) | Ratio of ADA to Enrollment | Status |
|-------------------------------|---|---|----------------------------|------------|
| Current Year (2017-18) | | | | |
| District Regular | 16,134 | 16,608 | | |
| Charter School | 0 | | | |
| Total ADA/Enrollment | 16,134 | 16,608 | 97.1% | Met |
| 1st Subsequent Year (2018-19) | | | | |
| District Regular | 16,134 | 16,608 | | |
| Charter School | | | | |
| Total ADA/Enrollment | 16,134 | 16,608 | 97.1% | Met |
| 2nd Subsequent Year (2019-20) | | | | |
| District Regular | 16,134 | 16,608 | | |
| Charter School | | | | |
| Total ADA/Enrollment | 16,134 | 16,608 | 97.1% | Met |

3C. Comparison of District ADA to Enrollment Ratio to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

1a. STANDARD MET - Projected P-2 ADA to enrollment ratio has not exceeded the standard for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

4. CRITERION: LCFF Revenue

STANDARD: Projected LCFF revenue for any of the current fiscal year or two subsequent fiscal years has not changed by more than two percent since first interim projections.

District's LCFF Revenue Standard Percentage Range:

4A. Calculating the District's Projected Change in LCFF Revenue

DATA ENTRY: First Interim data that exist will be extracted; otherwise, enter data into the first column. In the Second Interim column, Current Year data are extracted; enter data for the two subsequent years.

| Fiscal Year | LCFF Revenue (Fund 01, Objects 8011, 8012, 8020-8089) | | Percent Change | Status |
|-------------------------------|--|---|----------------|--------|
| | First Interim (Form 01CSI, Item 4A) | Second Interim Projected Year Totals | | |
| | Current Year (2017-18) | 161,885,171.00 | | |
| 1st Subsequent Year (2018-19) | 169,707,533.00 | 171,096,699.00 | 0.8% | Met |
| 2nd Subsequent Year (2019-20) | 173,799,075.00 | 175,429,894.00 | 0.9% | Met |

4B. Comparison of District LCFF Revenue to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD MET - LCFF revenue has not changed since first interim projections by more than two percent for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

5. CRITERION: Salaries and Benefits

STANDARD: Projected ratio of total unrestricted salaries and benefits to total unrestricted general fund expenditures for any of the current fiscal year or two subsequent fiscal years has not changed from the historical average ratio from the three prior fiscal years by more than the greater of three percent or the district's required reserves percentage.

5A. Calculating the District's Historical Average Ratio of Unrestricted Salaries and Benefits to Total Unrestricted General Fund Expenditures

DATA ENTRY: Unaudited Actuals data that exist for the First Prior Year will be extracted; otherwise, enter data for the First Prior Year. Unaudited Actuals data for the second and third prior years are preloaded.

| Fiscal Year | Unaudited Actuals - Unrestricted (Resources 0000-1999) | | Ratio of Unrestricted Salaries and Benefits to Total Unrestricted Expenditures |
|-----------------------------|---|--|--|
| | Salaries and Benefits (Form 01, Objects 1000-3999) | Total Expenditures (Form 01, Objects 1000-7499) | |
| Third Prior Year (2014-15) | 103,284,208.70 | 120,669,242.73 | 85.6% |
| Second Prior Year (2015-16) | 117,967,070.84 | 138,239,663.28 | 85.3% |
| First Prior Year (2016-17) | 128,803,400.36 | 155,557,924.75 | 82.8% |
| Historical Average Ratio: | | | 84.6% |

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| District's Reserve Standard Percentage (Criterion 10B, Line 4) | 3.0% | 3.0% | 3.0% |
| District's Salaries and Benefits Standard (historical average ratio, plus/minus the greater of 3% or the district's reserve standard percentage): | 81.6% to 87.6% | 81.6% to 87.6% | 81.6% to 87.6% |

5B. Calculating the District's Projected Ratio of Unrestricted Salaries and Benefits to Total Unrestricted General Fund Expenditures

DATA ENTRY: If Form MYPI exists, Projected Year Totals data for the two subsequent years will be extracted; if not, enter Projected Year Totals data. Projected Year Totals data for Current Year are extracted.

| Fiscal Year | Projected Year Totals - Unrestricted (Resources 0000-1999) | | Ratio of Unrestricted Salaries and Benefits to Total Unrestricted Expenditures | Status |
|-------------------------------|---|---|--|---------|
| | Salaries and Benefits (Form 01, Objects 1000-3999) (Form MYPI, Lines B1-B3) | Total Expenditures (Form 01, Objects 1000-7499) (Form MYPI, Lines B1-B8, B10) | | |
| Current Year (2017-18) | 127,977,210.00 | 159,511,612.00 | 80.2% | Not Met |
| 1st Subsequent Year (2018-19) | 131,925,872.00 | 154,362,007.00 | 85.5% | Met |
| 2nd Subsequent Year (2019-20) | 135,611,468.00 | 156,047,603.00 | 86.9% | Met |

5C. Comparison of District Salaries and Benefits Ratio to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD NOT MET - Projected ratio of unrestricted salary and benefit costs to total unrestricted expenditures has changed by more than the standard in any of the current year or two subsequent fiscal years. Provide reasons why the change(s) exceed the standard and a description of the methods and assumptions used in projecting salaries and benefits.

Explanation:
(required if NOT met)

2017-18 Total Expenditures reflect \$3.3M in 1x iPad refresh.

6. CRITERION: Other Revenues and Expenditures

STANDARD: Projected operating revenues (including federal, other state and other local) or expenditures (including books and supplies, and services and other operating), for any of the current fiscal year or two subsequent fiscal years, have not changed by more than five percent since first interim projections.

Changes that exceed five percent in any major object category must be explained.

| | |
|--|----------------|
| District's Other Revenues and Expenditures Standard Percentage Range: | -5.0% to +5.0% |
| District's Other Revenues and Expenditures Explanation Percentage Range: | -5.0% to +5.0% |

6A. Calculating the District's Change by Major Object Category and Comparison to the Explanation Percentage Range

DATA ENTRY: First Interim data that exist will be extracted; otherwise, enter data into the first column. Second Interim data for the Current Year are extracted. If Second Interim Form MYPI exists, data for the two subsequent years will be extracted; if not, enter data for the two subsequent years into the second column.

Explanations must be entered for each category if the percent change for any year exceeds the district's explanation percentage range.

| Object Range / Fiscal Year | First Interim Projected Year Totals (Form 01CSI, Item 6A) | Second Interim Projected Year Totals (Fund 01) (Form MYPI) | Percent Change | Change Is Outside Explanation Range |
|--|---|--|----------------|--|
| Federal Revenue (Fund 01, Objects 8100-8299) (Form MYPI, Line A2) | | | | |
| Current Year (2017-18) | 14,107,869.00 | 14,199,256.00 | 0.6% | No |
| 1st Subsequent Year (2018-19) | 11,432,203.00 | 11,432,203.00 | 0.0% | No |
| 2nd Subsequent Year (2019-20) | 11,432,203.00 | 11,432,203.00 | 0.0% | No |

Explanation:
(required if Yes)

| | | | | |
|--|---------------|---------------|------|----|
| Other State Revenue (Fund 01, Objects 8300-8599) (Form MYPI, Line A3) | | | | |
| Current Year (2017-18) | 11,648,433.00 | 12,197,316.00 | 4.7% | No |
| 1st Subsequent Year (2018-19) | 9,936,946.00 | 9,936,946.00 | 0.0% | No |
| 2nd Subsequent Year (2019-20) | 9,864,923.00 | 9,864,923.00 | 0.0% | No |

Explanation:
(required if Yes)

| | | | | |
|--|--------------|--------------|------|----|
| Other Local Revenue (Fund 01, Objects 8600-8799) (Form MYPI, Line A4) | | | | |
| Current Year (2017-18) | 8,768,516.00 | 8,781,699.00 | 0.2% | No |
| 1st Subsequent Year (2018-19) | 8,841,504.00 | 8,841,504.00 | 0.0% | No |
| 2nd Subsequent Year (2019-20) | 8,841,504.00 | 8,841,504.00 | 0.0% | No |

Explanation:
(required if Yes)

| | | | | |
|---|---------------|---------------|-------|----|
| Books and Supplies (Fund 01, Objects 4000-4999) (Form MYPI, Line B4) | | | | |
| Current Year (2017-18) | 20,522,265.00 | 20,467,177.00 | -0.3% | No |
| 1st Subsequent Year (2018-19) | 15,143,542.00 | 14,593,542.00 | -3.6% | No |
| 2nd Subsequent Year (2019-20) | 15,143,542.00 | 14,593,542.00 | -3.6% | No |

Explanation:
(required if Yes)

| | | | | |
|--|---------------|---------------|-------|-----|
| Services and Other Operating Expenditures (Fund 01, Objects 5000-5999) (Form MYPI, Line B5) | | | | |
| Current Year (2017-18) | 23,256,761.00 | 24,593,284.00 | 5.7% | Yes |
| 1st Subsequent Year (2018-19) | 19,864,782.00 | 18,864,782.00 | -5.0% | No |
| 2nd Subsequent Year (2019-20) | 17,864,782.00 | 16,864,782.00 | -5.6% | Yes |

Explanation:
(required if Yes)

Current Year recognizes carryover and 1x funds that were assigned at First Interim, being budgeted at Second Interim. 2019-20 Year reflects cuts to balance budget.

6B. Calculating the District's Change in Total Operating Revenues and Expenditures

DATA ENTRY: All data are extracted or calculated.

| Object Range / Fiscal Year | First Interim Projected Year Totals | Second Interim Projected Year Totals | Percent Change | Status |
|---|--|---|----------------|--------|
| Total Federal, Other State, and Other Local Revenue (Section 6A) | | | | |
| Current Year (2017-18) | 34,524,818.00 | 35,178,271.00 | 1.9% | Met |
| 1st Subsequent Year (2018-19) | 30,210,653.00 | 30,210,653.00 | 0.0% | Met |
| 2nd Subsequent Year (2019-20) | 30,138,630.00 | 30,138,630.00 | 0.0% | Met |
| Total Books and Supplies, and Services and Other Operating Expenditures (Section 6A) | | | | |
| Current Year (2017-18) | 43,779,026.00 | 45,060,461.00 | 2.9% | Met |
| 1st Subsequent Year (2018-19) | 35,008,324.00 | 33,458,324.00 | -4.4% | Met |
| 2nd Subsequent Year (2019-20) | 33,008,324.00 | 31,458,324.00 | -4.7% | Met |

6C. Comparison of District Total Operating Revenues and Expenditures to the Standard Percentage Range

DATA ENTRY: Explanations are linked from Section 6A if the status in Section 6B is Not Met; no entry is allowed below.

- 1a. STANDARD MET - Projected total operating revenues have not changed since first interim projections by more than the standard for the current year and two subsequent fiscal years.

Explanation:
Federal Revenue
(linked from 6A
if NOT met)

Explanation:
Other State Revenue
(linked from 6A
if NOT met)

Explanation:
Other Local Revenue
(linked from 6A
if NOT met)

- 1b. STANDARD MET - Projected total operating expenditures have not changed since first interim projections by more than the standard for the current year and two subsequent fiscal years.

Explanation:
Books and Supplies
(linked from 6A
if NOT met)

Explanation:
Services and Other Exps
(linked from 6A
if NOT met)

7. CRITERION: Facilities Maintenance

STANDARD: Identify changes that have occurred since first interim projections in the projected contributions for facilities maintenance funding as required pursuant to Education Code Section 17070.75, or in how the district is providing adequately to preserve the functionality of its facilities for their normal life in accordance with Education Code sections 52060(d)(1) and 17002(d)(1).

Determining the District's Compliance with the Contribution Requirement for EC Section 17070.75, as amended by AB 104 (Chapter 13, Statutes of 2015), effective 2017-18 to 2019-20 - Ongoing and Major Maintenance/Restricted Maintenance Account (OMMA/RMA)

NOTE: AB 104 (Chapter 13, Statutes of 2015) requires the district to deposit into the account, for the 2017-18 to 2019-20 fiscal years, a minimum amount that is the greater of the following amounts:

- A. The lesser of three percent of the total general fund expenditures and other financing uses for that fiscal year or the amount that the district deposited into the account for the 2014-15 fiscal year; or
- B. Two percent of the total general fund expenditures and other financing uses for that fiscal year.

DATA ENTRY: Enter the Required Minimum Contribution if First Interim data does not exist. If EC 17070.75(e)(1) and (e)(2) apply, input 3%. First Interim data that exist will be extracted; otherwise, enter First Interim data into lines 1 and 2. All other data are extracted.

| | Required Minimum Contribution | Second Interim Contribution Projected Year Totals (Fund 01, Resource 8150, Objects 8900-8999) | Status |
|--|-------------------------------|--|--------|
| 1. OMMA/RMA Contribution | 6,590,667.00 | 6,656,643.00 | Met |
| 2. First Interim Contribution (information only) (Form 01CSI, First Interim, Criterion 7, Line 1) | | 6,590,667.00 | |

If status is not met, enter an X in the box that best describes why the minimum required contribution was not made:

- Not applicable (district does not participate in the Leroy F. Greene School Facilities Act of 1998)
- Exempt (due to district's small size [EC Section 17070.75 (b)(2)(E)])
- Other (explanation must be provided)

Explanation:
(required if NOT met
and Other is marked)

8. CRITERION: Deficit Spending

STANDARD: Unrestricted deficit spending (total unrestricted expenditures and other financing uses is greater than total unrestricted revenues and other financing sources) as a percentage of total unrestricted expenditures and other financing uses, has not exceeded one-third of the district's available reserves¹ as a percentage of total expenditures and other financing uses² in any of the current fiscal year or two subsequent fiscal years.

¹Available reserves are the unrestricted amounts in the Reserve for Economic Uncertainties and the Unassigned/Unappropriated accounts in the General Fund and the Special Reserve Fund for Other Than Capital Outlay Projects. Available reserves will be reduced by any negative ending balances in restricted resources in the General Fund.

²A school district that is the Administrative Unit of a Special Education Local Plan Area (SELPA) may exclude from its expenditures the distribution of funds to its participating members.

8A. Calculating the District's Deficit Spending Standard Percentage Levels

DATA ENTRY: All data are extracted or calculated.

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| District's Available Reserve Percentages (Criterion 10C, Line 9) | 5.4% | 6.3% | 4.1% |
| District's Deficit Spending Standard Percentage Levels (one-third of available reserve percentage): | 1.8% | 2.1% | 1.4% |

8B. Calculating the District's Deficit Spending Percentages

DATA ENTRY: Current Year data are extracted. If Form MYPI exists, data for the two subsequent years will be extracted; if not, enter data for the two subsequent years into the first and second columns.

| Fiscal Year | Projected Year Totals | | Deficit Spending Level (If Net Change in Unrestricted Fund Balance is negative, else N/A) | Status |
|-------------------------------|--|---|---|---------|
| | Net Change in Unrestricted Fund Balance (Form 011, Section E) (Form MYPI, Line C) | Total Unrestricted Expenditures and Other Financing Uses (Form 011, Objects 1000-7999) (Form MYPI, Line B11) | | |
| Current Year (2017-18) | (16,199,270.00) | 159,758,695.00 | 10.1% | Not Met |
| 1st Subsequent Year (2018-19) | (5,406,437.00) | 154,362,007.00 | 3.5% | Not Met |
| 2nd Subsequent Year (2019-20) | (4,604,067.00) | 156,047,603.00 | 3.0% | Not Met |

8C. Comparison of District Deficit Spending to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD NOT MET - Unrestricted deficit spending has exceeded the standard percentage level in any of the current year or two subsequent fiscal years. Provide reasons for the deficit spending, a description of the methods and assumptions used in balancing the unrestricted budget, and what changes will be made to ensure that the budget deficits are eliminated or are balanced within the standard.

Explanation:
(required if NOT met)

Planned deficit spending. District will be analyzing future cuts.

9. CRITERION: Fund and Cash Balances

A. FUND BALANCE STANDARD: Projected general fund balance will be positive at the end of the current fiscal year and two subsequent fiscal years.

9A-1. Determining if the District's General Fund Ending Balance is Positive

DATA ENTRY: Current Year data are extracted. If Form MYPI exists, data for the two subsequent years will be extracted; if not, enter data for the two subsequent years.

| Fiscal Year | Ending Fund Balance General Fund Projected Year Totals | | Status |
|-------------------------------|--|----------------------|--------|
| | (Form 011, Line F2) | (Form MYPI, Line D2) | |
| Current Year (2017-18) | | 19,491,698.00 | Met |
| 1st Subsequent Year (2018-19) | | 13,297,950.00 | Met |
| 2nd Subsequent Year (2019-20) | | 8,652,766.00 | Met |

9A-2. Comparison of the District's Ending Fund Balance to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

1a. STANDARD MET - Projected general fund ending balance is positive for the current fiscal year and two subsequent fiscal years.

Explanation:
(required if NOT met)

B. CASH BALANCE STANDARD: Projected general fund cash balance will be positive at the end of the current fiscal year.

9B-1. Determining if the District's Ending Cash Balance is Positive

DATA ENTRY: If Form CASH exists, data will be extracted; if not, data must be entered below.

| Fiscal Year | Ending Cash Balance General Fund | | Status |
|------------------------|-------------------------------------|--------------|--------|
| | (Form CASH, Line F, June Column) | | |
| Current Year (2017-18) | | \$17,138,627 | Met |

9B-2. Comparison of the District's Ending Cash Balance to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

1a. STANDARD MET - Projected general fund cash balance will be positive at the end of the current fiscal year.

Explanation:
(required if NOT met)

10. CRITERION: Reserves

STANDARD: Available reserves¹ for any of the current fiscal year or two subsequent fiscal years are not less than the following percentages or amounts² as applied to total expenditures and other financing uses³:

DATA ENTRY: Current Year data are extracted. If Form MYPI exists, 1st and 2nd Subsequent Year data will be extracted. If not, enter district regular ADA and charter school ADA corresponding to financial data reported in the General Fund, only, for the two subsequent years.

| Percentage Level | District ADA | | |
|-----------------------------|--------------|-----|---------|
| 5% or \$66,000 (greater of) | 0 | to | 300 |
| 4% or \$66,000 (greater of) | 301 | to | 1,000 |
| 3% | 1,001 | to | 30,000 |
| 2% | 30,001 | to | 400,000 |
| 1% | 400,001 | and | over |

¹ Available reserves are the unrestricted amounts in the Reserve for Economic Uncertainties and the Unassigned/Unappropriated accounts in the General Fund and Special Reserve Fund for Other Than Capital Outlay Projects. Available reserves will be reduced by any negative ending balances in restricted resources in the General Fund.

² Dollar amounts to be adjusted annually by the prior year statutory cost-of-living adjustment (Education Code Section 42238), rounded to the nearest thousand.

³ A school district that is the Administrative Unit (AU) of a Special Education Local Plan Area (SELPA) may exclude from its expenditures the distribution of funds to its participating members.

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| District Estimated P-2 ADA (Current Year, Form AI, Lines A4 and C4, Subsequent Years, Form MYPI, Line F2, if available.) | 16,134 | 16,134 | 16,134 |
| District's Reserve Standard Percentage Level: | 3% | 3% | 3% |

10A. Calculating the District's Special Education Pass-through Exclusions (only for districts that serve as the AU of a SELPA)

DATA ENTRY: For SELPA AUs, if Form MYPI exists, all data will be extracted including the Yes/No button selection. If not, click the appropriate Yes or No button for item 1 and, if Yes, enter data for item 2a and for the two subsequent years in item 2b; Current Year data are extracted.

For districts that serve as the AU of a SELPA (Form MYPI, Lines F1a, F1b1, and F1b2):

1. Do you choose to exclude from the reserve calculation the pass-through funds distributed to SELPA members?
2. If you are the SELPA AU and are excluding special education pass-through funds:
 - a. Enter the name(s) of the SELPA(s): _____

| | Current Year Projected Year Totals (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|--|----------------------------------|----------------------------------|
| b. Special Education Pass-through Funds (Fund 10, resources 3300-3499 and 6500-6540, objects 7211-7213 and 7221-7223) | 0.00 | | |

10B. Calculating the District's Reserve Standard

DATA ENTRY: If Form MYPI exists, all data will be extracted or calculated. If not, enter data for line 1 for the two subsequent years; Current Year data are extracted.

| | Current Year Projected Year Totals (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---|--|----------------------------------|----------------------------------|
| 1. Expenditures and Other Financing Uses (Form 011, objects 1000-7999) (Form MYPI, Line B11) | 221,776,379.00 | 207,501,100.00 | 210,213,708.00 |
| 2. Plus: Special Education Pass-through (Criterion 10A, Line 2b, if Criterion 10A, Line 1 is No) | | | |
| 3. Total Expenditures and Other Financing Uses (Line B1 plus Line B2) | 221,776,379.00 | 207,501,100.00 | 210,213,708.00 |
| 4. Reserve Standard Percentage Level | 3% | 3% | 3% |
| 5. Reserve Standard - by Percent (Line B3 times Line B4) | 6,653,291.37 | 6,225,033.00 | 6,306,411.24 |
| 6. Reserve Standard - by Amount (\$66,000 for districts with less than 1,001 ADA, else 0) | 0.00 | 0.00 | 0.00 |
| 7. District's Reserve Standard (Greater of Line B5 or Line B6) | 6,653,291.37 | 6,225,033.00 | 6,306,411.24 |

10C. Calculating the District's Available Reserve Amount

DATA ENTRY: All data are extracted from fund data and Form MYPI. If Form MYPI does not exist, enter data for the two subsequent years.

| Reserve Amounts (Unrestricted resources 0000-1999 except Line 4) | Current Year Projected Year Totals (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---|--|----------------------------------|----------------------------------|
| 1. General Fund - Stabilization Arrangements (Fund 01, Object 9750) (Form MYPI, Line E1a) | 0.00 | | |
| 2. General Fund - Reserve for Economic Uncertainties (Fund 01, Object 9789) (Form MYPI, Line E1b) | 6,645,879.00 | 6,225,033.00 | 6,306,411.00 |
| 3. General Fund - Unassigned/Unappropriated Amount (Fund 01, Object 9790) (Form MYPI, Line E1c) | 5,288,079.00 | 6,886,800.00 | 2,201,355.00 |
| 4. General Fund - Negative Ending Balances in Restricted Resources (Fund 01, Object 979Z, if negative, for each of resources 2000-9999) (Form MYPI, Line E1d) | 0.00 | 0.00 | 0.00 |
| 5. Special Reserve Fund - Stabilization Arrangements (Fund 17, Object 9750) (Form MYPI, Line E2a) | 0.00 | | |
| 6. Special Reserve Fund - Reserve for Economic Uncertainties (Fund 17, Object 9789) (Form MYPI, Line E2b) | 0.00 | | |
| 7. Special Reserve Fund - Unassigned/Unappropriated Amount (Fund 17, Object 9790) (Form MYPI, Line E2c) | 0.00 | | |
| 8. District's Available Reserve Amount (Lines C1 thru C7) | 11,933,958.00 | 13,111,833.00 | 8,507,766.00 |
| 9. District's Available Reserve Percentage (Information only) (Line 8 divided by Section 10B, Line 3) | 5.38% | 6.32% | 4.05% |
| District's Reserve Standard (Section 10B, Line 7): | 6,653,291.37 | 6,225,033.00 | 6,306,411.24 |
| Status: | Met | Met | Met |

10D. Comparison of District Reserve Amount to the Standard

DATA ENTRY: Enter an explanation if the standard is not met.

- 1a. STANDARD MET - Available reserves have met the standard for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

SUPPLEMENTAL INFORMATION

DATA ENTRY: Click the appropriate Yes or No button for items S1 through S4. Enter an explanation for each Yes answer.

S1. Contingent Liabilities

1a. Does your district have any known or contingent liabilities (e.g., financial or program audits, litigation, state compliance reviews) that have occurred since first interim projections that may impact the budget?

No

1b. If Yes, identify the liabilities and how they may impact the budget:

S2. Use of One-time Revenues for Ongoing Expenditures

1a. Does your district have ongoing general fund expenditures funded with one-time revenues that have changed since first interim projections by more than five percent?

No

1b. If Yes, identify the expenditures and explain how the one-time resources will be replaced to continue funding the ongoing expenditures in the following fiscal years:

S3. Temporary Interfund Borrowings

1a. Does your district have projected temporary borrowings between funds?
(Refer to Education Code Section 42603)

Yes

1b. If Yes, identify the interfund borrowings:

Temporary borrowing to accommodate cash flow in Child Development and Child Nutrition funds.

S4. Contingent Revenues

1a. Does your district have projected revenues for the current fiscal year or either of the two subsequent fiscal years contingent on reauthorization by the local government, special legislation, or other definitive act (e.g., parcel taxes, forest reserves)?

No

1b. If Yes, identify any of these revenues that are dedicated for ongoing expenses and explain how the revenues will be replaced or expenditures reduced:

S5. Contributions

Identify projected contributions from unrestricted resources in the general fund to restricted resources in the general fund for the current fiscal year and two subsequent fiscal years. Provide an explanation if contributions have changed by more than \$20,000 and more than five percent since first interim projections.

Identify projected transfers to or from the general fund to cover operating deficits in either the general fund or any other fund for the current fiscal year and two subsequent fiscal years. Provide an explanation if transfers have changed by more than \$20,000 and more than five percent since first interim projections.

Identify capital project cost overruns that have occurred since first interim projections that may impact the general fund budget.

District's Contributions and Transfers Standard: -5.0% to +5.0%
or -\$20,000 to +\$20,000

S5A. Identification of the District's Projected Contributions, Transfers, and Capital Projects that may Impact the General Fund

DATA ENTRY: First Interim data that exist will be extracted; otherwise, enter data into the first column. For Contributions, the Second Interim's Current Year data will be extracted. Enter Second Interim Contributions for the 1st and 2nd Subsequent Years. For Transfers In and Transfers Out, if Form MYP exists, the data will be extracted into the Second Interim column for the Current Year, and 1st and 2nd Subsequent Years. If Form MYP does not exist, enter data in the Current Year, and 1st and 2nd Subsequent Years. Click on the appropriate button for Item 1d; all other data will be calculated.

| Description / Fiscal Year | First Interim (Form 01CSI, Item S5A) | Second Interim Projected Year Totals | Percent Change | Amount of Change | Status |
|---|---|---|-------------------|------------------|---------|
| 1a. Contributions, Unrestricted General Fund (Fund 01, Resources 0000-1999, Object 8980) | | | | | |
| Current Year (2017-18) | (25,379,936.00) | (26,011,077.00) | 2.5% | 631,141.00 | Met |
| 1st Subsequent Year (2018-19) | (26,790,472.00) | (27,456,583.00) | 2.5% | 666,111.00 | Met |
| 2nd Subsequent Year (2019-20) | (28,694,747.00) | (29,229,789.00) | 1.9% | 535,042.00 | Met |
| 1b. Transfers In, General Fund * | | | | | |
| Current Year (2017-18) | 3,300,000.00 | 3,300,000.00 | 0.0% | 0.00 | Met |
| 1st Subsequent Year (2018-19) | 0.00 | 0.00 | 0.0% | 0.00 | Met |
| 2nd Subsequent Year (2019-20) | 0.00 | 0.00 | 0.0% | 0.00 | Met |
| 1c. Transfers Out, General Fund * | | | | | |
| Current Year (2017-18) | 377,679.00 | 247,083.00 | -34.6% | (130,596.00) | Not Met |
| 1st Subsequent Year (2018-19) | 0.00 | 0.00 | 0.0% | 0.00 | Met |
| 2nd Subsequent Year (2019-20) | 0.00 | 0.00 | 0.0% | 0.00 | Met |

1d. Capital Project Cost Overruns

Have capital project cost overruns occurred since first interim projections that may impact the general fund operational budget?

No

* Include transfers used to cover operating deficits in either the general fund or any other fund.

S5B. Status of the District's Projected Contributions, Transfers, and Capital Projects

DATA ENTRY: Enter an explanation if Not Met for items 1a-1c or if Yes for Item 1d.

1a. MET - Projected contributions have not changed since first interim projections by more than the standard for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

1b. MET - Projected transfers in have not changed since first interim projections by more than the standard for the current year and two subsequent fiscal years.

Explanation:
(required if NOT met)

- 1c. NOT MET - The projected transfers out of the general fund have changed since first interim projections by more than the standard for any of the current year or subsequent two fiscal years. Identify the amounts transferred, by fund, and whether transfers are ongoing or one-time in nature. If ongoing, explain the district's plan, with timeframes, for reducing or eliminating the transfers.

Explanation:
(required if NOT met)

Reflects the temporary borrowing to accommodate cash flow in Child Development and Child Nutrition Funds.

- 1d. NO - There have been no capital project cost overruns occurring since first interim projections that may impact the general fund operational budget.

Project Information:
(required if YES)

S6. Long-term Commitments

Identify all existing and new multiyear commitments¹ and their annual required payment for the current fiscal year and two subsequent fiscal years.

Explain how any increase in annual payments will be funded. Also, explain how any decrease to funding sources used to pay long-term commitments will be replaced.

¹ Include multiyear commitments, multiyear debt agreements, and new programs or contracts that result in long-term obligations.

S6A. Identification of the District's Long-term Commitments

DATA ENTRY: If First Interim data exist (Form 01CSI, Item S6A), long-term commitment data will be extracted and it will only be necessary to click the appropriate button for Item 1b. Extracted data may be overwritten to update long-term commitment data in Item 2, as applicable. If no First Interim data exist, click the appropriate buttons for items 1a and 1b, and enter all other data, as applicable.

1. a. Does your district have long-term (multiyear) commitments?
(If No, skip items 1b and 2 and sections S6B and S6C) Yes
- b. If Yes to Item 1a, have new long-term (multiyear) commitments been incurred since first interim projections? No
2. If Yes to Item 1a, list (or update) all new and existing multiyear commitments and required annual debt service amounts. Do not include long-term commitments for postemployment benefits other than pensions (OPEB); OPEB is disclosed in Item S7A.

| Type of Commitment | # of Years Remaining | SACS Fund and Object Codes Used For: | | Principal Balance as of July 1, 2017 |
|-------------------------------|----------------------|--------------------------------------|-----------------------------|--------------------------------------|
| | | Funding Sources (Revenues) | Debt Service (Expenditures) | |
| Capital Leases | 11 | General Fund | General Fund | 3,963,692 |
| Certificates of Participation | 30 | Developer Fee/General Fund | Developer Fee/General Fund | 11,791,000 |
| General Obligation Bonds | 29 | Debt Service | Debt Service | 177,523,788 |
| Supp Early Retirement Program | | | | |
| State School Building Loans | | | | |
| Compensated Absences | | | | |

Other Long-term Commitments (do not include OPEB):

| Type of Commitment | # of Years Remaining | Funding Sources (Revenues) | Debt Service (Expenditures) | Principal Balance as of July 1, 2017 |
|--------------------|----------------------|----------------------------|-----------------------------|--------------------------------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL: | | | | 193,278,480 |

| Type of Commitment (continued) | Prior Year (2016-17) | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--------------------------------|------------------------|------------------------|-------------------------------|-------------------------------|
| | Annual Payment (P & I) | Annual Payment (P & I) | Annual Payment (P & I) | Annual Payment (P & I) |
| Capital Leases | 392,270 | 410,958 | 399,297 | 402,454 |
| Certificates of Participation | 600,051 | 634,510 | 633,656 | 631,854 |
| General Obligation Bonds | 13,862,665 | 12,126,634 | 11,805,735 | 12,046,363 |
| Supp Early Retirement Program | | | | |
| State School Building Loans | | | | |
| Compensated Absences | | | | |

Other Long-term Commitments (continued):

| Type of Commitment | Prior Year (2016-17) | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|------------------------|------------------------|-------------------------------|-------------------------------|
| Annual Payment (P & I) | Annual Payment (P & I) | Annual Payment (P & I) | Annual Payment (P & I) | Annual Payment (P & I) |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total Annual Payments: | 14,854,986 | 13,172,102 | 12,838,668 | 13,080,671 |
| Has total annual payment increased over prior year (2016-17)? | No | No | No | No |

S6B. Comparison of the District's Annual Payments to Prior Year Annual Payment

DATA ENTRY: Enter an explanation if Yes.

- 1a. No - Annual payments for long-term commitments have not increased in one or more of the current and two subsequent fiscal years.

Explanation:
(Required if Yes
to increase in total
annual payments)

S6C. Identification of Decreases to Funding Sources Used to Pay Long-term Commitments

DATA ENTRY: Click the appropriate Yes or No button in Item 1; if Yes, an explanation is required in Item 2.

1. Will funding sources used to pay long-term commitments decrease or expire prior to the end of the commitment period, or are they one-time sources?

No

2. No - Funding sources will not decrease or expire prior to the end of the commitment period, and one-time funds are not being used for long-term commitment.

Explanation:
(Required if Yes)

S7. Unfunded Liabilities

Identify any changes in estimates for unfunded liabilities since first interim projections, and indicate whether the changes are the result of a new actuarial valuation.

S7A. Identification of the District's Estimated Unfunded Liability for Postemployment Benefits Other Than Pensions (OPEB)

DATA ENTRY: Click the appropriate button(s) for items 1a-1c, as applicable. First Interim data that exist (Form 01CSI, Item S7A) will be extracted; otherwise, enter First Interim and Second Interim data in items 2-4.

1. a. Does your district provide postemployment benefits other than pensions (OPEB)? (If No, skip items 1b-4)
- b. If Yes to Item 1a, have there been changes since first interim in OPEB liabilities?
- c. If Yes to Item 1a, have there been changes since first interim in OPEB contributions?

2. OPEB Liabilities

| | First Interim (Form 01CSI, Item S7A) | Second Interim |
|---|---|----------------|
| a. OPEB actuarial accrued liability (AAL) | 78,320,326.00 | 87,124,706.00 |
| b. OPEB unfunded actuarial accrued liability (UAAL) | 42,479,630.00 | 78,586,972.00 |

c. Are AAL and UAAL based on the district's estimate or an actuarial valuation?

| | Actuarial | Actuarial |
|---|--------------|--------------|
| d. If based on an actuarial valuation, indicate the date of the OPEB valuation. | Jul 01, 2015 | Nov 20, 2017 |

3. OPEB Contributions

| | First Interim (Form 01CSI, Item S7A) | Second Interim |
|--|---|----------------|
| a. OPEB annual required contribution (ARC) per actuarial valuation or Alternative Measurement Method | | |
| Current Year (2017-18) | 8,169,923.00 | 8,169,923.00 |
| 1st Subsequent Year (2018-19) | 8,169,923.00 | 8,169,923.00 |
| 2nd Subsequent Year (2019-20) | 8,169,923.00 | 8,169,923.00 |
| b. OPEB amount contributed (for this purpose, include premiums paid to a self-insurance fund) (Funds 01-70, objects 3701-3752) | | |
| Current Year (2017-18) | 4,160,821.00 | 4,453,012.00 |
| 1st Subsequent Year (2018-19) | 4,147,243.00 | 4,442,371.00 |
| 2nd Subsequent Year (2019-20) | 4,147,243.00 | 4,442,371.00 |
| c. Cost of OPEB benefits (equivalent of "pay-as-you-go" amount) | | |
| Current Year (2017-18) | 4,149,265.00 | 3,630,866.00 |
| 1st Subsequent Year (2018-19) | 4,456,674.00 | 3,554,054.00 |
| 2nd Subsequent Year (2019-20) | 4,684,787.00 | 3,877,481.00 |
| d. Number of retirees receiving OPEB benefits | | |
| Current Year (2017-18) | 243 | 239 |
| 1st Subsequent Year (2018-19) | 243 | 239 |
| 2nd Subsequent Year (2019-20) | 243 | 239 |

4. Comments:

S7B. Identification of the District's Unfunded Liability for Self-insurance Programs

DATA ENTRY: Click the appropriate button(s) for items 1a-1c, as applicable. First Interim data that exist (Form 01CSI, Item S7B) will be extracted; otherwise, enter First Interim and Second Interim data in items 2-4.

1. a. Does your district operate any self-insurance programs such as workers' compensation, employee health and welfare, or property and liability? (Do not include OPEB; which is covered in Section S7A) (If No, skip items 1b-4)

| |
|----|
| No |
|----|

b. If Yes to item 1a, have there been changes since first interim in self-insurance liabilities?

| |
|-----|
| n/a |
|-----|

c. If Yes to item 1a, have there been changes since first interim in self-insurance contributions?

| |
|-----|
| n/a |
|-----|

2. Self-Insurance Liabilities

- a. Accrued liability for self-insurance programs
- b. Unfunded liability for self-insurance programs

| First Interim (Form 01CSI, Item S7B) | Second Interim |
|---|----------------|
| | |
| | |

3. Self-Insurance Contributions

- a. Required contribution (funding) for self-insurance programs
 - Current Year (2017-18)
 - 1st Subsequent Year (2018-19)
 - 2nd Subsequent Year (2019-20)
- b. Amount contributed (funded) for self-insurance programs
 - Current Year (2017-18)
 - 1st Subsequent Year (2018-19)
 - 2nd Subsequent Year (2019-20)

| First Interim (Form 01CSI, Item S7B) | Second Interim |
|---|----------------|
| | |
| | |
| | |
| | |
| | |
| | |

4. Comments:

| |
|--|
| |
|--|

S8. Status of Labor Agreements

Analyze the status of employee labor agreements. Identify new labor agreements that have been ratified since first interim projections, as well as new commitments provided as part of previously ratified multiyear agreements; and include all contracts, including all administrator contracts (and including all compensation). For new agreements, indicate the date of the required board meeting. Compare the increase in new commitments to the projected increase in ongoing revenues and explain how these commitments will be funded in future fiscal years.

If salary and benefit negotiations are not finalized, upon settlement with certificated or classified staff:

The school district must determine the cost of the settlement, including salaries, benefits, and any other agreements that change costs, and provide the county office of education (COE) with an analysis of the cost of the settlement and its impact on the operating budget.

The county superintendent shall review the analysis relative to the criteria and standards and may provide written comments to the president of the district governing board and superintendent.

S8A. Cost Analysis of District's Labor Agreements - Certificated (Non-management) Employees

DATA ENTRY: Click the appropriate Yes or No button for "Status of Certificated Labor Agreements as of the Previous Reporting Period." There are no extractions in this section.

Status of Certificated Labor Agreements as of the Previous Reporting Period

Were all certificated labor negotiations settled as of first interim projections?

If Yes, complete number of FTEs, then skip to section S8B.

If No, continue with section S8A.

Certificated (Non-management) Salary and Benefit Negotiations

| | Prior Year (2nd Interim) (2016-17) | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------------------|---------------------------|----------------------------------|----------------------------------|
| Number of certificated (non-management) full-time-equivalent (FTE) positions | 890.1 | 903.4 | 903.4 | 903.4 |

1a. Have any salary and benefit negotiations been settled since first interim projections?

If Yes, and the corresponding public disclosure documents have been filed with the COE, complete questions 2 and 3.

If Yes, and the corresponding public disclosure documents have not been filed with the COE, complete questions 2-5.

If No, complete questions 6 and 7.

1b. Are any salary and benefit negotiations still unsettled?

If Yes, complete questions 6 and 7.

Negotiations Settled Since First Interim Projections

2a. Per Government Code Section 3547.5(a), date of public disclosure board meeting:

2b. Per Government Code Section 3547.5(b), was the collective bargaining agreement certified by the district superintendent and chief business official?

If Yes, date of Superintendent and CBO certification:

3. Per Government Code Section 3547.5(c), was a budget revision adopted to meet the costs of the collective bargaining agreement?

If Yes, date of budget revision board adoption:

4. Period covered by the agreement:

Begin Date:

End Date:

5. Salary settlement:

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| Is the cost of salary settlement included in the interim and multiyear projections (MYPs)? | No | No | No |

One Year Agreement

Total cost of salary settlement

| | | |
|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|----------------------|

% change in salary schedule from prior year
or

Multiyear Agreement

Total cost of salary settlement

| | | |
|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|----------------------|

% change in salary schedule from prior year
(may enter text, such as "Reopener")

| | | |
|----------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> |
|----------------------|----------------------|----------------------|

Identify the source of funding that will be used to support multiyear salary commitments:

Negotiations Not Settled

| | | | |
|--|---------------------------|----------------------------------|----------------------------------|
| 6. Cost of a one percent increase in salary and statutory benefits | 748,576 | | |
| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
| 7. Amount included for any tentative salary schedule increases | 0 | 0 | 0 |

Certificated (Non-management) Health and Welfare (H&W) Benefits

| | | | |
|---|---------------------------|----------------------------------|----------------------------------|
| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
| 1. Are costs of H&W benefit changes included in the interim and MYPs? | Yes | Yes | Yes |
| 2. Total cost of H&W benefits | 10,774,984 | 10,774,984 | 10,774,984 |
| 3. Percent of H&W cost paid by employer | capped @ \$14,749 | capped @ \$13,248 | capped @ \$13,248 |
| 4. Percent projected change in H&W cost over prior year | 0.0% | 0.0% | 0.0% |

Certificated (Non-management) Prior Year Settlements Negotiated Since First Interim Projections

Are any new costs negotiated since first interim projections for prior year settlements included in the interim?

| | | |
|----|--|--|
| No | | |
|----|--|--|

If Yes, amount of new costs included in the interim and MYPs
If Yes, explain the nature of the new costs:

Certificated (Non-management) Step and Column Adjustments

| | | | |
|--|---------------------------|----------------------------------|----------------------------------|
| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
| 1. Are step & column adjustments included in the interim and MYPs? | Yes | Yes | Yes |
| 2. Cost of step & column adjustments | | 1,122,864 | 1,139,707 |
| 3. Percent change in step & column over prior year | | 1.5% | 1.5% |

Certificated (Non-management) Attrition (layoffs and retirements)

| | | | |
|--|---------------------------|----------------------------------|----------------------------------|
| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
| 1. Are savings from attrition included in the budget and MYPs? | | | |
| 2. Are additional H&W benefits for those laid-off or retired employees included in the interim and MYPs? | | | |

Certificated (Non-management) - Other

List other significant contract changes that have occurred since first interim projections and the cost impact of each change (i.e., class size, hours of employment, leave of absence, bonuses, etc.):

S8B. Cost Analysis of District's Labor Agreements - Classified (Non-management) Employees

DATA ENTRY: Click the appropriate Yes or No button for "Status of Classified Labor Agreements as of the Previous Reporting Period." There are no extractions in this section.

Status of Classified Labor Agreements as of the Previous Reporting Period

Were all classified labor negotiations settled as of first interim projections?

If Yes, complete number of FTEs, then skip to section S8C.
If No, continue with section S8B.

No

Classified (Non-management) Salary and Benefit Negotiations

| | Prior Year (2nd Interim) (2016-17) | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---|---------------------------------------|---------------------------|----------------------------------|----------------------------------|
| Number of classified (non-management) FTE positions | 789.7 | 718.7 | 718.7 | 718.7 |

1a. Have any salary and benefit negotiations been settled since first interim projections?

No

If Yes, and the corresponding public disclosure documents have been filed with the COE, complete questions 2 and 3.
If Yes, and the corresponding public disclosure documents have not been filed with the COE, complete questions 2-5.
If No, complete questions 6 and 7.

1b. Are any salary and benefit negotiations still unsettled?

Yes

If Yes, complete questions 6 and 7.

Negotiations Settled Since First Interim Projections

2a. Per Government Code Section 3547.5(a), date of public disclosure board meeting:

2b. Per Government Code Section 3547.5(b), was the collective bargaining agreement certified by the district superintendent and chief business official?

If Yes, date of Superintendent and CBO certification:

3. Per Government Code Section 3547.5(c), was a budget revision adopted to meet the costs of the collective bargaining agreement?

n/a

If Yes, date of budget revision board adoption:

4. Period covered by the agreement:

Begin Date:

End Date:

5. Salary settlement:

Current Year
(2017-18)

1st Subsequent Year
(2018-19)

2nd Subsequent Year
(2019-20)

Is the cost of salary settlement included in the interim and multiyear projections (MYPs)?

| | | |
|--|--|--|
| | | |
|--|--|--|

One Year Agreement

Total cost of salary settlement

| | | |
|--|--|--|
| | | |
|--|--|--|

% change in salary schedule from prior year
or

Multiyear Agreement

Total cost of salary settlement

| | | |
|--|--|--|
| | | |
|--|--|--|

% change in salary schedule from prior year
(may enter text, such as "Reopener")

| | | |
|--|--|--|
| | | |
|--|--|--|

Identify the source of funding that will be used to support multiyear salary commitments:

Negotiations Not Settled

6. Cost of a one percent increase in salary and statutory benefits

308,345

7. Amount included for any tentative salary schedule increases

| Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---------------------------|----------------------------------|----------------------------------|
| 0 | 0 | 0 |

Classified (Non-management) Health and Welfare (H&W) Benefits

1. Are costs of H&W benefit changes included in the interim and MYPs?
2. Total cost of H&W benefits
3. Percent of H&W cost paid by employer
4. Percent projected change in H&W cost over prior year

| Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---------------------------|----------------------------------|----------------------------------|
| Yes | Yes | Yes |
| 3,661,470 | 3,661,470 | 3,661,470 |
| capped @ \$11,453 | capped @ \$11,453 | capped @ \$11,453 |
| 0.0% | 0.0% | 0.0% |

Classified (Non-management) Prior Year Settlements Negotiated Since First Interim

Are any new costs negotiated since first interim for prior year settlements included in the interim?

If Yes, amount of new costs included in the interim and MYPs
If Yes, explain the nature of the new costs:

| | | |
|--|--|--|
| | | |
| | | |

Classified (Non-management) Step and Column Adjustments

1. Are step & column adjustments included in the interim and MYPs?
2. Cost of step & column adjustments
3. Percent change in step & column over prior year

| Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---------------------------|----------------------------------|----------------------------------|
| Yes | Yes | Yes |
| | 462,517 | 469,455 |
| 1.5% | 1.5% | 1.5% |

Classified (Non-management) Attrition (layoffs and retirements)

1. Are savings from attrition included in the interim and MYPs?
2. Are additional H&W benefits for those laid-off or retired employees included in the interim and MYPs?

| Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---------------------------|----------------------------------|----------------------------------|
| | | |
| | | |

Classified (Non-management) - Other

List other significant contract changes that have occurred since first interim and the cost impact of each (i.e., hours of employment, leave of absence, bonuses, etc.):

S8C. Cost Analysis of District's Labor Agreements - Management/Supervisor/Confidential Employees

DATA ENTRY: Click the appropriate Yes or No button for "Status of Management/Supervisor/Confidential Labor Agreements as of the Previous Reporting Period." There are no extractions in this section.

Status of Management/Supervisor/Confidential Labor Agreements as of the Previous Reporting Period

Were all managerial/confidential labor negotiations settled as of first interim projections?
If Yes or n/a, complete number of FTEs, then skip to S9.
If No, continue with section S8C.

Management/Supervisor/Confidential Salary and Benefit Negotiations

| | Prior Year (2nd Interim) (2016-17) | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------------------|---------------------------|----------------------------------|----------------------------------|
| Number of management, supervisor, and confidential FTE positions | 82.0 | 82.0 | 82.0 | 82.0 |

1a. Have any salary and benefit negotiations been settled since first interim projections?
If Yes, complete question 2.
If No, complete questions 3 and 4.

1b. Are any salary and benefit negotiations still unsettled?
If Yes, complete questions 3 and 4.

Negotiations Settled Since First Interim Projections

2. Salary settlement:

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| Is the cost of salary settlement included in the interim and multiyear projections (MYPs)? | | | |
| Total cost of salary settlement | | | |
| Change in salary schedule from prior year (may enter text, such as "Reopener") | | | |

Negotiations Not Settled

3. Cost of a one percent increase in salary and statutory benefits

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| 4. Amount included for any tentative salary schedule increases | 0 | 0 | 0 |

Management/Supervisor/Confidential Health and Welfare (H&W) Benefits

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---|---------------------------|----------------------------------|----------------------------------|
| 1. Are costs of H&W benefit changes included in the interim and MYPs? | Yes | Yes | Yes |
| 2. Total cost of H&W benefits | 815,005 | 815,005 | 815,005 |
| 3. Percent of H&W cost paid by employer | capped @ \$10,829 | capped @ \$10,829 | capped @ \$10,829 |
| 4. Percent projected change in H&W cost over prior year | 0.0% | 0.0% | 0.0% |

Management/Supervisor/Confidential Step and Column Adjustments

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|---|---------------------------|----------------------------------|----------------------------------|
| 1. Are step & column adjustments included in the budget and MYPs? | Yes | Yes | Yes |
| 2. Cost of step & column adjustments | | 149,671 | 151,916 |
| 3. Percent change in step and column over prior year | 1.5% | 1.5% | 1.5% |

Management/Supervisor/Confidential Other Benefits (mileage, bonuses, etc.)

| | Current Year (2017-18) | 1st Subsequent Year (2018-19) | 2nd Subsequent Year (2019-20) |
|--|---------------------------|----------------------------------|----------------------------------|
| 1. Are costs of other benefits included in the interim and MYPs? | | | |
| 2. Total cost of other benefits | | | |
| 3. Percent change in cost of other benefits over prior year | | | |

S9. Status of Other Funds

Analyze the status of other funds that may have negative fund balances at the end of the current fiscal year. If any other fund has a projected negative fund balance, prepare an interim report and multiyear projection for that fund. Explain plans for how and when the negative fund balance will be addressed.

S9A. Identification of Other Funds with Negative Ending Fund Balances

DATA ENTRY: Click the appropriate button in Item 1. If Yes, enter data in Item 2 and provide the reports referenced in Item 1.

1. Are any funds other than the general fund projected to have a negative fund balance at the end of the current fiscal year?

If Yes, prepare and submit to the reviewing agency a report of revenues, expenditures, and changes in fund balance (e.g., an interim fund report) and a multiyear projection report for each fund.

2. If Yes, identify each fund, by name and number, that is projected to have a negative ending fund balance for the current fiscal year. Provide reasons for the negative balance(s) and explain the plan for how and when the problem(s) will be corrected.

ADDITIONAL FISCAL INDICATORS

The following fiscal indicators are designed to provide additional data for reviewing agencies. A "Yes" answer to any single indicator does not necessarily suggest a cause for concern, but may alert the reviewing agency to the need for additional review.

DATA ENTRY: Click the appropriate Yes or No button for items A2 through A9; Item A1 is automatically completed based on data from Criterion 9.

- A1. Do cash flow projections show that the district will end the current fiscal year with a negative cash balance in the general fund? (Data from Criterion 9B-1, Cash Balance, are used to determine Yes or No)

- A2. Is the system of personnel position control independent from the payroll system?

- A3. Is enrollment decreasing in both the prior and current fiscal years?

- A4. Are new charter schools operating in district boundaries that impact the district's enrollment, either in the prior or current fiscal year?

- A5. Has the district entered into a bargaining agreement where any of the current or subsequent fiscal years of the agreement would result in salary increases that are expected to exceed the projected state funded cost-of-living adjustment?

- A6. Does the district provide uncapped (100% employer paid) health benefits for current or retired employees?

- A7. Is the district's financial system independent of the county office system?

- A8. Does the district have any reports that indicate fiscal distress pursuant to Education Code Section 42127.6(a)? (If Yes, provide copies to the county office of education.)

- A9. Have there been personnel changes in the superintendent or chief business official positions within the last 12 months?

When providing comments for additional fiscal indicators, please include the item number applicable to each comment.

Comments:
(optional)

A6: District offers uncapped health benefits to vested retirees hired prior to 2012 and to age 69.

End of School District Second Interim Criteria and Standards Review

Future Years Projections Data Worksheet

District: Oxnard School District

Reporting Period: 2017-18 2nd Interim

Fiscal Year 2018/19

LCFF ADA: 16,134
 UPP: 87.42%

LCFF Target Funding Rate: 100%
 Unrestricted Lottery amount / ADA: \$146.00

Change in Staffing:
 \$0.00

Total Compensation Increase 0%
 Step & Column only 1.5%
 STRS Rate 16.28%
 PERS Rate 18.10%

Changes in Health Benefits: 0%

CPI: 3.22%

Other factors affecting expenditures and the fiscal year(s) they pertain to:

Health benefits have a hard cap. No change anticipated.

Fiscal Year 2019/20

LCFF ADA: 16,134
 UPP: 87.70%

LCFF Target Funding Rate: 100%
 Unrestricted Lottery amount / ADA: \$146.00

Change in Staffing:
 \$0.00

Total Compensation Increase 0%
 Step & Column only 1.5%
 STRS Rate 18.13%
 PERS Rate 20.8%

Changes in Health Benefits: 0%

CPI: 3.04%

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|---|----------------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| (Enter projections for subsequent years 1 and 2 in Columns C and E; current year - Column A - is extracted) | | | | | | |
| A. REVENUES AND OTHER FINANCING SOURCES | | | | | | |
| 1. LCFF/Revenue Limit Sources | 8010-8099 | 162,034,498.00 | 5.59% | 171,096,699.00 | 2.53% | 175,429,894.00 |
| 2. Federal Revenues | 8100-8299 | 0.00 | 0.00% | | 0.00% | |
| 3. Other State Revenues | 8300-8599 | 6,097,846.00 | -45.95% | 3,295,745.00 | -2.19% | 3,223,722.00 |
| 4. Other Local Revenues | 8600-8799 | 1,438,158.00 | 2.19% | 1,469,709.00 | 0.00% | 1,469,709.00 |
| 5. Other Financing Sources | | | | | | |
| a. Transfers In | 8900-8929 | 0.00 | 0.00% | | 0.00% | |
| b. Other Sources | 8930-8979 | 0.00 | 0.00% | | 0.00% | |
| c. Contributions | 8980-8999 | (26,011,077.00) | 3.44% | (26,906,583.00) | 6.59% | (28,679,789.00) |
| 6. Total (Sum lines A1 thru A5c) | | 143,559,425.00 | 3.76% | 148,955,570.00 | 1.67% | 151,443,536.00 |
| B. EXPENDITURES AND OTHER FINANCING USES | | | | | | |
| 1. Certificated Salaries | | | | | | |
| a. Base Salaries | | | | 72,987,335.00 | | 74,082,145.00 |
| b. Step & Column Adjustment | | | | 1,094,810.00 | | 1,111,232.00 |
| c. Cost-of-Living Adjustment | | | | | | |
| d. Other Adjustments | | | | | | |
| e. Total Certificated Salaries (Sum lines B1a thru B1d) | 1000-1999 | 72,987,335.00 | 1.50% | 74,082,145.00 | 1.50% | 75,193,377.00 |
| 2. Classified Salaries | | | | | | |
| a. Base Salaries | | | | 20,234,811.00 | | 20,538,333.00 |
| b. Step & Column Adjustment | | | | 303,522.00 | | 308,075.00 |
| c. Cost-of-Living Adjustment | | | | | | |
| d. Other Adjustments | | | | | | |
| e. Total Classified Salaries (Sum lines B2a thru B2d) | 2000-2999 | 20,234,811.00 | 1.50% | 20,538,333.00 | 1.50% | 20,846,408.00 |
| 3. Employee Benefits | 3000-3999 | 34,755,064.00 | 7.34% | 37,305,394.00 | 6.07% | 39,571,683.00 |
| 4. Books and Supplies | 4000-4999 | 11,625,970.00 | -29.90% | 8,149,843.00 | 0.00% | 8,149,843.00 |
| 5. Services and Other Operating Expenditures | 5000-5999 | 13,675,651.00 | -13.17% | 11,874,166.00 | -16.84% | 9,874,166.00 |
| 6. Capital Outlay | 6000-6999 | 5,012,002.00 | -80.05% | 1,000,000.00 | 0.00% | 1,000,000.00 |
| 7. Other Outgo (excluding Transfers of Indirect Costs) | 7100-7299, 7400-7499 | 3,076,622.00 | 0.00% | 3,076,622.00 | 0.00% | 3,076,622.00 |
| 8. Other Outgo - Transfers of Indirect Costs | 7300-7399 | (1,855,843.00) | -10.31% | (1,664,496.00) | 0.00% | (1,664,496.00) |
| 9. Other Financing Uses | | | | | | |
| a. Transfers Out | 7600-7629 | 247,083.00 | +100.00% | | 0.00% | |
| b. Other Uses | 7630-7699 | 0.00 | 0.00% | | 0.00% | |
| 10. Other Adjustments (Explain in Section F below) | | | | | | |
| 11. Total (Sum lines B1 thru B10) | | 159,758,695.00 | -3.38% | 154,362,007.00 | 1.09% | 156,047,603.00 |
| C. NET INCREASE (DECREASE) IN FUND BALANCE | | | | | | |
| (Line A6 minus line B11) | | (16,199,270.00) | | (5,406,437.00) | | (4,604,067.00) |
| D. FUND BALANCE | | | | | | |
| 1. Net Beginning Fund Balance (Form 011, line F1e) | | 34,862,540.00 | | 18,663,270.00 | | 13,256,833.00 |
| 2. Ending Fund Balance (Sum lines C and D1) | | 18,663,270.00 | | 13,256,833.00 | | 8,652,766.00 |
| 3. Components of Ending Fund Balance (Form 011) | | | | | | |
| a. Nonspendable | 9710-9719 | 145,000.00 | | 145,000.00 | | 145,000.00 |
| b. Restricted | 9740 | | | | | |
| c. Committed | | | | | | |
| 1. Stabilization Arrangements | 9750 | 0.00 | | | | |
| 2. Other Commitments | 9760 | 0.00 | | | | |
| d. Assigned | 9780 | 6,584,312.00 | | | | |
| e. Unassigned/Unappropriated | | | | | | |
| 1. Reserve for Economic Uncertainties | 9789 | 6,645,879.00 | | 6,225,033.00 | | 6,306,411.00 |
| 2. Unassigned/Unappropriated | 9790 | 5,288,079.00 | | 6,886,800.00 | | 2,201,355.00 |
| f. Total Components of Ending Fund Balance (Line D3f must agree with line D2) | | 18,663,270.00 | | 13,256,833.00 | | 8,652,766.00 |

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|---|--------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| E. AVAILABLE RESERVES | | | | | | |
| 1. General Fund | | | | | | |
| a. Stabilization Arrangements | 9750 | 0.00 | | 0.00 | | 0.00 |
| b. Reserve for Economic Uncertainties | 9789 | 6,645,879.00 | | 6,225,033.00 | | 6,306,411.00 |
| c. Unassigned/Unappropriated | 9790 | 5,288,079.00 | | 6,886,800.00 | | 2,201,355.00 |
| (Enter other reserve projections in Columns C and E for subsequent years 1 and 2; current year - Column A - is extracted) | | | | | | |
| 2. Special Reserve Fund - Noncapital Outlay (Fund 17) | | | | | | |
| a. Stabilization Arrangements | 9750 | 0.00 | | | | |
| b. Reserve for Economic Uncertainties | 9789 | 0.00 | | | | |
| c. Unassigned/Unappropriated | 9790 | 0.00 | | | | |
| 3. Total Available Reserves (Sum lines E1a thru E2c) | | 11,933,958.00 | | 13,111,833.00 | | 8,507,766.00 |

F. ASSUMPTIONS

Please provide below or on a separate attachment, the assumptions used to determine the projections for the first and second subsequent fiscal years. Further, please include an explanation for any significant expenditure adjustments projected in lines B1d, B2d, and B10. For additional information, please refer to the Budget Assumptions section of the SACS Financial Reporting Software User Guide.

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|---|----------------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| (Enter projections for subsequent years 1 and 2 in Columns C and E; current year - Column A - is extracted) | | | | | | |
| A. REVENUES AND OTHER FINANCING SOURCES | | | | | | |
| 1. LCPF/Revenue Limit Sources | 8010-8099 | 0.00 | 0.00% | Bo | 0.00% | |
| 2. Federal Revenues | 8100-8299 | 14,199,256.00 | -19.49% | 11,432,203.00 | 0.00% | 11,432,203.00 |
| 3. Other State Revenues | 8300-8599 | 6,099,470.00 | 8.88% | 6,641,201.00 | 0.00% | 6,641,201.00 |
| 4. Other Local Revenues | 8600-8799 | 7,343,541.00 | 0.38% | 7,371,795.00 | 0.00% | 7,371,795.00 |
| 5. Other Financing Sources | | | | | | |
| a. Transfers In | 8900-8929 | 3,300,000.00 | -100.00% | | 0.00% | |
| b. Other Sources | 8930-8979 | 0.00 | 0.00% | | 0.00% | |
| c. Contributions | 8980-8999 | 26,011,077.00 | 3.44% | 26,906,583.00 | 6.59% | 28,679,789.00 |
| 6. Total (Sum lines A1 thru A5c) | | 56,953,344.00 | -8.08% | 52,351,782.00 | 3.39% | 54,124,988.00 |
| B. EXPENDITURES AND OTHER FINANCING USES | | | | | | |
| 1. Certificated Salaries | | | | | | |
| a. Base Salaries | | | | 15,583,662.00 | | 15,289,493.00 |
| b. Step & Column Adjustment | | | | 225,953.00 | | 229,342.00 |
| c. Cost-of-Living Adjustment | | | | | | |
| d. Other Adjustments | | | | (520,122.00) | | |
| e. Total Certificated Salaries (Sum lines B1a thru B1d) | 1000-1999 | 15,583,662.00 | -1.89% | 15,289,493.00 | 1.50% | 15,518,835.00 |
| 2. Classified Salaries | | | | | | |
| a. Base Salaries | | | | 11,471,388.00 | | 11,504,263.00 |
| b. Step & Column Adjustment | | | | 170,014.00 | | 172,564.00 |
| c. Cost-of-Living Adjustment | | | | | | |
| d. Other Adjustments | | | | (137,139.00) | | |
| e. Total Classified Salaries (Sum lines B2a thru B2d) | 2000-2999 | 11,471,388.00 | 0.29% | 11,504,263.00 | 1.50% | 11,676,827.00 |
| 3. Employee Benefits | 3000-3999 | 8,971,690.00 | 5.59% | 9,473,165.00 | 6.26% | 10,066,637.00 |
| 4. Books and Supplies | 4000-4999 | 8,841,207.00 | -27.12% | 6,443,699.00 | 0.00% | 6,443,699.00 |
| 5. Services and Other Operating Expenditures | 5000-5999 | 10,917,633.00 | -35.97% | 6,990,616.00 | 0.00% | 6,990,616.00 |
| 6. Capital Outlay | 6000-6999 | 4,993,270.00 | -52.13% | 2,390,370.00 | 0.00% | 2,390,370.00 |
| 7. Other Outgo (excluding Transfers of Indirect Costs) | 7100-7299, 7400-7499 | 0.00 | 0.00% | 0.00 | 0.00% | |
| 8. Other Outgo - Transfers of Indirect Costs | 7300-7399 | 1,238,834.00 | -15.45% | 1,047,487.00 | 3.02% | 1,079,121.00 |
| 9. Other Financing Uses | | | | | | |
| a. Transfers Out | 7600-7629 | 0.00 | 0.00% | | 0.00% | |
| b. Other Uses | 7630-7699 | 0.00 | 0.00% | | 0.00% | |
| 10. Other Adjustments (Explain in Section F below) | | | | | | |
| 11. Total (Sum lines B1 thru B10) | | 62,017,684.00 | -14.32% | 53,139,093.00 | 1.93% | 54,166,105.00 |
| C. NET INCREASE (DECREASE) IN FUND BALANCE (Line A6 minus line B11) | | | | | | |
| | | (5,064,340.00) | | (787,311.00) | | (41,117.00) |
| D. FUND BALANCE | | | | | | |
| 1. Net Beginning Fund Balance (Form 011, line F1e) | | 5,892,768.00 | | 828,428.00 | | 41,117.00 |
| 2. Ending Fund Balance (Sum lines C and D1) | | 828,428.00 | | 41,117.00 | | 0.00 |
| 3. Components of Ending Fund Balance (Form 011) | | | | | | |
| a. Nonspendable | 9710-9719 | 0.00 | | 0.00 | | 0.00 |
| b. Restricted | 9740 | 828,428.00 | | 41,117.00 | | |
| c. Committed | | | | | | |
| 1. Stabilization Arrangements | 9750 | | | | | |
| 2. Other Commitments | 9760 | | | | | |
| d. Assigned | 9780 | | | | | |
| e. Unassigned/Unappropriated | | | | | | |
| 1. Reserve for Economic Uncertainties | 9789 | | | | | |
| 2. Unassigned/Unappropriated | 9790 | 0.00 | | 0.00 | | 0.00 |
| f. Total Components of Ending Fund Balance (Line D3f must agree with line D2) | | 828,428.00 | | 41,117.00 | | 0.00 |

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|--|--------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| E. AVAILABLE RESERVES | | | | | | |
| 1. General Fund | | | | | | |
| a. Stabilization Arrangements | 9750 | | | | | |
| b. Reserve for Economic Uncertainties | 9789 | | | | | |
| c. Unassigned/Unappropriated Amount | 9790 | | | | | |
| (Enter current year reserve projections in Column A, and other reserve projections in Columns C and E for subsequent years 1 and 2) | | | | | | |
| 2. Special Reserve Fund - Noncapital Outlay (Fund 17) | | | | | | |
| a. Stabilization Arrangements | 9750 | | | | | |
| b. Reserve for Economic Uncertainties | 9789 | | | | | |
| c. Unassigned/Unappropriated | 9790 | | | | | |
| 3. Total Available Reserves (Sum lines E1a thru E2c) | | | | | | |
| F. ASSUMPTIONS | | | | | | |
| Please provide below or on a separate attachment, the assumptions used to determine the projections for the first and second subsequent fiscal years. Further, please include an explanation for any significant expenditure adjustments projected in lines B1d, B2d, and B10. For additional information, please refer to the Budget Assumptions section of the SACS Financial Reporting Software User Guide. | | | | | | |
| Salaries are adjusted due to loss of Educator Effectiveness funding and MSAP funding. Books & Supplies and Services & Other Operating Expenses are adjusted due to loss of Educator Effectiveness funding, MSAP funding, and Williams Emergency Repair funding. | | | | | | |

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|---|----------------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| (Enter projections for subsequent years 1 and 2 in Columns C and E; current year - Column A - is extracted) | | | | | | |
| A. REVENUES AND OTHER FINANCING SOURCES | | | | | | |
| 1. LCFF/Revenue Limit Sources | 8010-8099 | 162,034,498.00 | 5.59% | 171,096,699.00 | 2.53% | 175,429,894.00 |
| 2. Federal Revenues | 8100-8299 | 14,199,256.00 | -19.49% | 11,432,203.00 | 0.00% | 11,432,203.00 |
| 3. Other State Revenues | 8300-8599 | 12,197,316.00 | -18.53% | 9,936,946.00 | -0.72% | 9,864,923.00 |
| 4. Other Local Revenues | 8600-8799 | 8,781,699.00 | 0.68% | 8,841,504.00 | 0.00% | 8,841,504.00 |
| 5. Other Financing Sources | | | | | | |
| a. Transfers In | 8900-8929 | 3,300,000.00 | -100.00% | 0.00 | 0.00% | 0.00 |
| b. Other Sources | 8930-8979 | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| c. Contributions | 8980-8999 | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| 6. Total (Sum lines A1 thru A5c) | | 200,512,769.00 | 0.40% | 201,307,352.00 | 2.12% | 205,568,524.00 |
| B. EXPENDITURES AND OTHER FINANCING USES | | | | | | |
| 1. Certificated Salaries | | | | | | |
| a. Base Salaries | | | | 88,570,997.00 | | 89,371,638.00 |
| b. Step & Column Adjustment | | | | 1,320,763.00 | | 1,340,574.00 |
| c. Cost-of-Living Adjustment | | | | 0.00 | | 0.00 |
| d. Other Adjustments | | | | (520,122.00) | | 0.00 |
| e. Total Certificated Salaries (Sum lines B1a thru B1d) | 1000-1999 | 88,570,997.00 | 0.90% | 89,371,638.00 | 1.50% | 90,712,212.00 |
| 2. Classified Salaries | | | | | | |
| a. Base Salaries | | | | 31,706,199.00 | | 32,042,596.00 |
| b. Step & Column Adjustment | | | | 473,536.00 | | 480,639.00 |
| c. Cost-of-Living Adjustment | | | | 0.00 | | 0.00 |
| d. Other Adjustments | | | | (137,139.00) | | 0.00 |
| e. Total Classified Salaries (Sum lines B2a thru B2d) | 2000-2999 | 31,706,199.00 | 1.06% | 32,042,596.00 | 1.50% | 32,523,235.00 |
| 3. Employee Benefits | 3000-3999 | 43,726,754.00 | 6.98% | 46,778,559.00 | 6.11% | 49,638,320.00 |
| 4. Books and Supplies | 4000-4999 | 20,467,177.00 | -28.70% | 14,593,542.00 | 0.00% | 14,593,542.00 |
| 5. Services and Other Operating Expenditures | 5000-5999 | 24,593,284.00 | -23.29% | 18,864,782.00 | -10.60% | 16,864,782.00 |
| 6. Capital Outlay | 6000-6999 | 10,005,272.00 | -66.11% | 3,390,370.00 | 0.00% | 3,390,370.00 |
| 7. Other Outgo (excluding Transfers of Indirect Costs) | 7100-7299, 7400-7499 | 3,076,622.00 | 0.00% | 3,076,622.00 | 0.00% | 3,076,622.00 |
| 8. Other Outgo - Transfers of Indirect Costs | 7300-7399 | (617,009.00) | 0.00% | (617,009.00) | -5.13% | (585,375.00) |
| 9. Other Financing Uses | | | | | | |
| a. Transfers Out | 7600-7629 | 247,083.00 | -100.00% | 0.00 | 0.00% | 0.00 |
| b. Other Uses | 7630-7699 | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| 10. Other Adjustments | | | | 0.00 | | 0.00 |
| 11. Total (Sum lines B1 thru B10) | | 221,776,379.00 | -6.44% | 207,501,100.00 | 1.31% | 210,213,708.00 |
| C. NET INCREASE (DECREASE) IN FUND BALANCE | | | | | | |
| (Line A6 minus line B11) | | | | | | |
| | | (21,263,610.00) | | (6,193,748.00) | | (4,645,184.00) |
| D. FUND BALANCE | | | | | | |
| 1. Net Beginning Fund Balance (Form 011, line F1e) | | 40,755,308.00 | | 19,491,698.00 | | 13,297,950.00 |
| 2. Ending Fund Balance (Sum lines C and D1) | | 19,491,698.00 | | 13,297,950.00 | | 8,652,766.00 |
| 3. Components of Ending Fund Balance (Form 011) | | | | | | |
| a. Nonspendable | 9710-9719 | 145,000.00 | | 145,000.00 | | 145,000.00 |
| b. Restricted | 9740 | 828,428.00 | | 41,117.00 | | 0.00 |
| c. Committed | | | | | | |
| 1. Stabilization Arrangements | 9750 | 0.00 | | 0.00 | | 0.00 |
| 2. Other Commitments | 9760 | 0.00 | | 0.00 | | 0.00 |
| d. Assigned | 9780 | 6,584,312.00 | | 0.00 | | 0.00 |
| e. Unassigned/Unappropriated | | | | | | |
| 1. Reserve for Economic Uncertainties | 9789 | 6,645,879.00 | | 6,225,033.00 | | 6,306,411.00 |
| 2. Unassigned/Unappropriated | 9790 | 5,288,079.00 | | 6,886,800.00 | | 2,201,355.00 |
| f. Total Components of Ending Fund Balance | | 19,491,698.00 | | 13,297,950.00 | | 8,652,766.00 |
| (Line D3f must agree with line D2) | | | | | | |

| Description | Object Codes | Projected Year Totals (Form 011) (A) | % Change (Cols. C-A/A) (B) | 2018-19 Projection (C) | % Change (Cols. E-C/C) (D) | 2019-20 Projection (E) |
|--|--------------|--------------------------------------|----------------------------|------------------------|----------------------------|------------------------|
| E. AVAILABLE RESERVES (Unrestricted except as noted) | | | | | | |
| 1. General Fund | | | | | | |
| a. Stabilization Arrangements | 9750 | 0.00 | | 0.00 | | 0.00 |
| b. Reserve for Economic Uncertainties | 9789 | 6,645,879.00 | | 6,225,033.00 | | 6,306,411.00 |
| c. Unassigned/Unappropriated | 9790 | 5,288,079.00 | | 6,886,800.00 | | 2,201,355.00 |
| d. Negative Restricted Ending Balances (Negative resources 2000-9999) | 979Z | | | 0.00 | | 0.00 |
| 2. Special Reserve Fund - Noncapital Outlay (Fund 17) | | | | | | |
| a. Stabilization Arrangements | 9750 | 0.00 | | 0.00 | | 0.00 |
| b. Reserve for Economic Uncertainties | 9789 | 0.00 | | 0.00 | | 0.00 |
| c. Unassigned/Unappropriated | 9790 | 0.00 | | 0.00 | | 0.00 |
| 3. Total Available Reserves - by Amount (Sum lines E1 thru E2c) | | 11,933,958.00 | | 13,111,833.00 | | 8,507,766.00 |
| 4. Total Available Reserves - by Percent (Line E3 divided by Line F3c) | | 5.38% | | 6.32% | | 4.05% |
| F. RECOMMENDED RESERVES | | | | | | |
| 1. Special Education Pass-through Exclusions | | | | | | |
| For districts that serve as the administrative unit (AU) of a special education local plan area (SELPA): | | | | | | |
| a. Do you choose to exclude from the reserve calculation the pass-through funds distributed to SELPA members? | Yes | | | | | |
| b. If you are the SELPA AU and are excluding special education pass-through funds: | | | | | | |
| 1. Enter the name(s) of the SELPA(s): | | | | | | |
| 2. Special education pass-through funds (Column A: Fund 10, resources 3300-3499 and 6500-6540, objects 7211-7213 and 7221-7223; enter projections for subsequent years 1 and 2 in Columns C and E) | | | | | | |
| | | 0.00 | | | | |
| 2. District ADA | | | | | | |
| Used to determine the reserve standard percentage level on line F3d (Col. A: Form AI, Estimated P-2 ADA column, Lines A4 and C4; enter projections) | | | | | | |
| | | 16,134.26 | | 16,134.00 | | 16,134.00 |
| 3. Calculating the Reserves | | | | | | |
| a. Expenditures and Other Financing Uses (Line B11) | | 221,776,379.00 | | 207,501,100.00 | | 210,213,708.00 |
| b. Plus: Special Education Pass-through Funds (Line F1b2, if Line F1a is No) | | 0.00 | | 0.00 | | 0.00 |
| c. Total Expenditures and Other Financing Uses (Line F3a plus line F3b) | | 221,776,379.00 | | 207,501,100.00 | | 210,213,708.00 |
| d. Reserve Standard Percentage Level (Refer to Form 01CSI, Criterion 10 for calculation details) | | 3% | | 3% | | 3% |
| e. Reserve Standard - By Percent (Line F3c times F3d) | | 6,653,291.37 | | 6,225,033.00 | | 6,306,411.24 |
| f. Reserve Standard - By Amount (Refer to Form 01CSI, Criterion 10 for calculation details) | | 0.00 | | 0.00 | | 0.00 |
| g. Reserve Standard (Greater of Line F3e or F3f) | | 6,653,291.37 | | 6,225,033.00 | | 6,306,411.24 |
| h. Available Reserves (Line E3) Meet Reserve Standard (Line F3g) | | YES | | YES | | YES |

Second Interim
2017-18 Projected Totals
Technical Review Checks

Oxnard Elementary

Ventura County

Following is a chart of the various types of technical review checks and related requirements:

- F - Fatal (Data must be corrected; an explanation is not allowed)
- W/WC - Warning/Warning with Calculation (If data are not correct, correct the data; if data are correct an explanation is required)
- O - Informational (If data are not correct, correct the data; if data are correct an explanation is optional, but encouraged)

IMPORT CHECKS

GENERAL LEDGER CHECKS

SUPPLEMENTAL CHECKS

EXPORT CHECKS

CASHFLOW-PROVIDE - (W) - A Cashflow Worksheet (Form CASH) must be provided with your Interim reports. (Note: LEAs may use a cashflow worksheet other than Form CASH, as long as it provides a monthly cashflow projected through the end of the fiscal year.) EXCEPTION

Checks Completed.

Second Interim
2017-18 Actuals to Date
Technical Review Checks

Oxnard Elementary

Ventura County

Following is a chart of the various types of technical review checks and related requirements:

- F - Fatal (Data must be corrected; an explanation is not allowed)
- W/WC - Warning/Warning with Calculation (If data are not correct, correct the data; if data are correct an explanation is required)
- O - Informational (If data are not correct, correct the data; if data are correct an explanation is optional, but encouraged)

IMPORT CHECKS

GENERAL LEDGER CHECKS

SUPPLEMENTAL CHECKS

EXPORT CHECKS

Checks Completed.

Second Interim
 2017-18 Original Budget
 Technical Review Checks

Oxnard Elementary

Ventura County

Following is a chart of the various types of technical review checks and related requirements:

- F - Fatal (Data must be corrected; an explanation is not allowed)
- W/WC - Warning/Warning with Calculation (If data are not correct, correct the data; if data are correct an explanation is required)
- O - Informational (If data are not correct, correct the data; if data are correct an explanation is optional, but encouraged)

IMPORT CHECKS

GENERAL LEDGER CHECKS

EFB-POSITIVE - (W) - Ending balance (Object 979Z) is negative for the following resources. Please explain the cause of the negative balances and your plan to resolve them. EXCEPTION

| FUND | RESOURCE | NEG. EFB |
|---|----------|-----------|
| 01 | 6500 | -2,418.00 |
| Total of negative resource balances for Fund 01 | | -2,418.00 |

OBJ-POSITIVE - (W) - The following objects have a negative balance by resource, by fund: EXCEPTION

| FUND | RESOURCE | OBJECT | VALUE |
|------|----------|--------|------------|
| 01 | 4035 | 4300 | -86,517.00 |
| 01 | 6500 | 9790 | -2,418.00 |

EXP-POSITIVE - (W) - The following expenditure functions have a negative balance by resource, by fund. (NOTE: Functions, including CDE-defined optional functions, are checked individually, except functions 7200-7600 are combined.) EXCEPTION

| FUND | RESOURCE | FUNCTION | VALUE |
|------|----------|----------|------------|
| 01 | 4035 | 2700 | -61,723.00 |
| 01 | 5810 | 2100 | -25,420.00 |

SUPPLEMENTAL CHECKS

EXPORT CHECKS

Checks Completed.

Second Interim
2017-18 Board Approved Operating Budget
Technical Review Checks

Oxnard Elementary

Ventura County

Following is a chart of the various types of technical review checks and related requirements:

- F - Fatal (Data must be corrected; an explanation is not allowed)
- W/WC - Warning/Warning with Calculation (If data are not correct, correct the data; if data are correct an explanation is required)
- O - Informational (If data are not correct, correct the data; if data are correct an explanation is optional, but encouraged)

IMPORT CHECKS

GENERAL LEDGER CHECKS

SUPPLEMENTAL CHECKS

EXPORT CHECKS

Checks Completed.

BOARD AGENDA ITEM

Name of Contributor: Janet Penanhoat

Date of Meeting: March 21, 2017

STUDY SESSION _____

CLOSED SESSION _____

SECTION A-I: PRELIMINARY _____

SECTION A-II: REPORTS _____

SECTION B: HEARINGS _____

SECTION C: CONSENT AGENDA _____ Agreement Category:

_____ Academic

_____ Enrichment

_____ Special Education

_____ Support Services

_____ Personnel

_____ Legal

_____ Facilities

SECTION D: ACTION _____

SECTION F: BOARD POLICIES 1ST Reading X 2nd Reading _____

Reimbursement for Teacher Substitute at Rio School District (Penanhoat)

Board of Trustees member Denis O’Leary, a classroom teacher at Rio Elementary School District, attended the CSBA Conference in San Diego November 30 through December 2, 2017.

A teacher substitute fulfilled Mr. O’Leary’s teaching assignment in Rio on those dates, and Rio School District has requested reimbursement for the substitute costs of \$407.88.

Education Code Section 44987.3 (d) stipulates “*Following the school district’s payment of the employee for such leave of absence, the school district shall be reimbursed by the board, commission, committee, or group which the employee serves for the compensation paid to the employee’s substitute and for actual administrative costs related to the leave of absence granted to the employee under this section, upon written request for such reimbursement by the school district.*”

FISCAL IMPACT

Reimbursement is requested in the amount of \$407.88 to be paid from the General Fund.

RECOMMENDATION

It is the recommendation of the Assistant Superintendent, Business & Fiscal Services, that the Board of Trustees approve reimbursement to Rio School District as stipulated by Education Code Section 44987.3.

ADDITIONAL MATERIAL

Attached: None.



OXNARD SCHOOL DISTRICT

1051 South “A” Street • Oxnard, California 93030 • 805/385-1501

SCHEDULE OF BOARD MEETINGS JANUARY – DECEMBER 2018

BOARD MEETINGS WILL BE HELD ON THE FOLLOWING DATES (UNLESS OTHERWISE INDICATED) AT THE DISTRICT OFFICE BOARD ROOM, 1051 SOUTH ‘A’ STREET, STARTING AT 7:00 PM

| | | |
|-----------|----|---|
| January | 17 | Regular Board Meeting (Note: only ONE meeting in January) |
| February | 7 | Regular Board Meeting |
| | 21 | Regular Board Meeting |
| March | 7 | Regular Board Meeting |
| | 21 | Regular Board Meeting |
| April | 18 | Regular Board Meeting (Note: only ONE meeting in April) |
| May | 2 | Regular Board Meeting |
| | 16 | Regular Board Meeting |
| June | 6 | Regular Board Meeting |
| | 20 | Regular Board Meeting |
| July | | District Dark – No meeting in July |
| August | 8 | Regular Board Meeting |
| | 22 | Regular Board Meeting |
| September | 5 | Regular Board Meeting |
| | 19 | Regular Board Meeting |
| October | 10 | Regular Board Meeting |
| | 24 | Regular Board Meeting |
| November | 14 | Regular Board Meeting (Note: only ONE meeting in November) |
| December | 12 | Regular Board Meeting – Organizational Meeting of the Board (Note: only ONE meeting in December) |

The meeting schedule shown above is subject to change at any time.

NOTE: Changes are indicated in italics/bold.

Spring Break: March 26 – April 6, 2018
First Day of School: August 16, 2018

Board Approved: 12-6-17

Mission: “Ensure a culturally diverse education for each student in a safe, healthy and supportive environment that prepares students for college and career opportunities.”