

APPENDIX A

Notice of Preparation (NOP) and Updated NOP

**NOTICE OF PREPARATION (NOP)
AND NOTICE OF SCOPING MEETING FOR THE DRAFT ENVIRONMENTAL
IMPACT REPORT (EIR) FOR THE CITY OF WOODLAND GENERAL PLAN UPDATE
(2035) AND CLIMATE ACTION PLAN**

Date: March 6, 2013

To: Responsible Agencies, Interested Parties and Organizations

Subject: **Notice of Preparation of an Environmental Impact Report for the City of Woodland General Plan Update and Climate Action Plan and Scheduling of a CEQA Scoping Meeting on Thursday, March 21, 2013**

Project Title: City of Woodland General Plan Update and Climate Action Plan

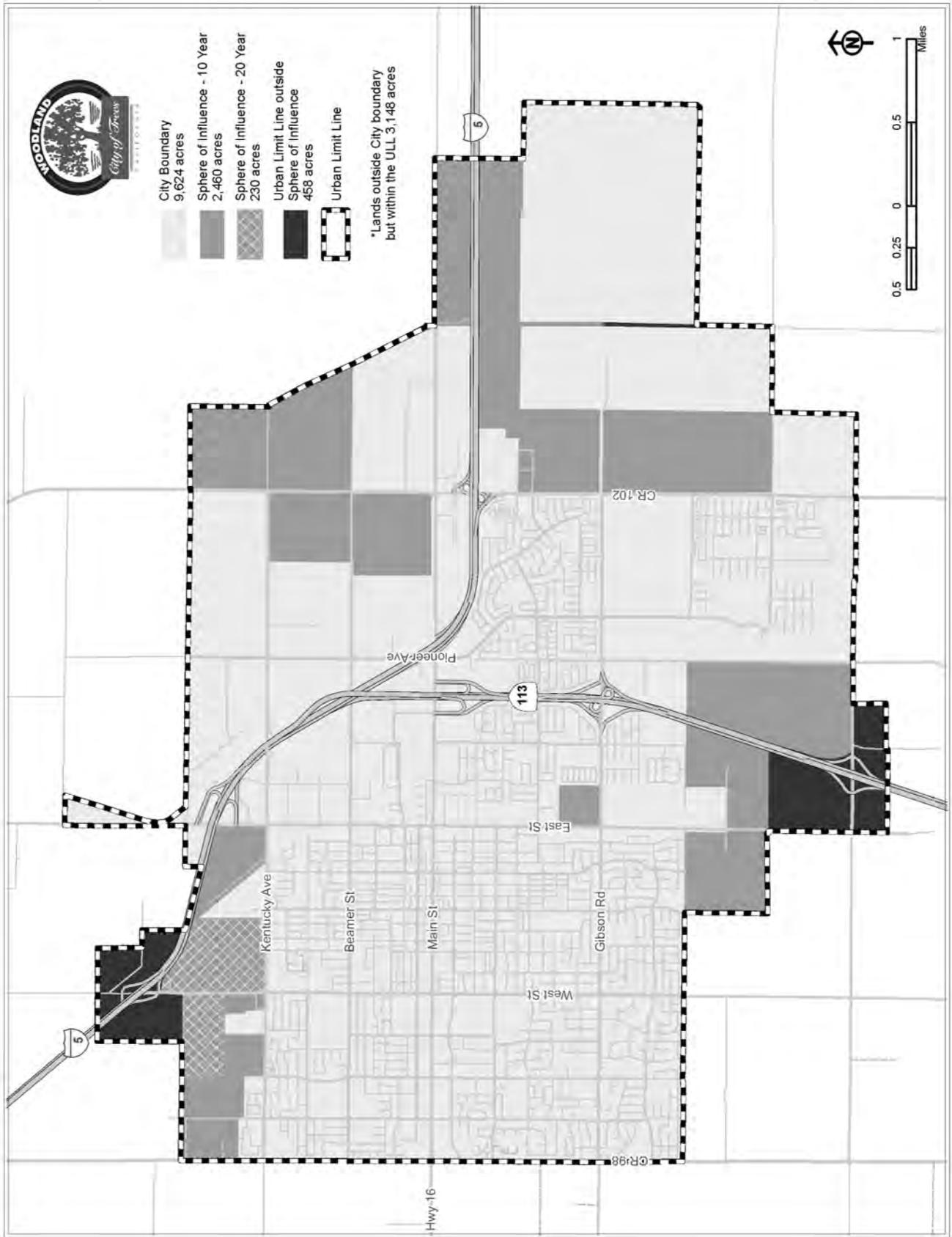
Location: The project area encompasses the entire incorporated boundary of the City of Woodland, California plus a portion of the adjoining Yolo County unincorporated area that falls within the City's voter-adopted Urban Limit Line (see Figure 1, Planning Area).

PROJECT OVERVIEW: The City of Woodland is preparing a General Plan Update and Climate Action Plan and has determined that a comprehensive Environmental Impact Report (EIR) will be necessary. The EIR will examine impacts in all environmental issue areas recommended in Appendix G of the CEQA Guidelines. The City of Woodland requests your input regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential impacts of the proposed project. More detailed project information including additional information on the proposed actions, project maps, and preliminary identification of environmental effects may be attached or is available from the City of Woodland. As allowed under Section 15060 of the CEQA Guidelines, the City has not prepared an Initial Study. This Notice of Preparation (NOP) has been prepared pursuant to Section 15082 and 15083 of the CEQA Guidelines.

COMMENT PERIOD: Written comments on the NOP can be sent anytime during the NOP review period which begins March 6, 2013 and ends April 5, 2013 at 5:00pm. Your views and comments on how the project may affect the environment, and what potential environmental impacts the EIR should consider, are welcomed. Please send your written responses, with the name of your agency contact person, to the following address: Cindy Norris, City of Woodland Community Development Department; 300 First Street, Woodland, CA 95695. Comments may also be submitted electronically by 5:00pm on April 5, 2013 to cindy.norris@cityofwoodland.org.

SCOPING MEETING: Oral responses on the NOP may be provided at the Scoping Meeting to be held Thursday, March 21, 2013, at 6:30 pm before the Planning Commission at the Woodland City Council Chambers located at 300 First Street in Woodland. If you have questions regarding this NOP or the Scoping Meeting, please contact Cindy Norris at (530) 661-5911.

Detailed information and access to additional information relating to this NOP and other project documents will be available at the City of Woodland City Hall and online at the General Plan Update Website: (www.cityofwoodland.org) or more specifically at http://www.cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035/default.asp



DETAILED PROJECT INFORMATION

1. PROJECT TITLE:

City of Woodland General Plan Update and Climate Action Plan

2. LEAD AGENCY NAME AND ADDRESS:

City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

3. CONTACT PERSON AND PHONE NUMBER:

Cindy Norris
Principal Planner
(530) 661-5911
Cindy.Norris@cityofwoodland.org

4. PROJECT LOCATION:

The City is situated in east-central Yolo County, approximately nine miles north of the City of Davis and 15 miles northwest of the City of Sacramento (Figure 2, Regional Location). With a 2010 Census population of 55,468, Woodland is the second-largest city in Yolo County and the county seat.

The project area encompasses the entire incorporated boundary of the City of Woodland, California plus a portion of the adjoining Yolo County unincorporated area that falls within the City's voter-adopted Urban Limit Line (ULL) (Figure 1, Planning Area). The City of Woodland is 9,624 acres or about 15 square miles in size. The ULL includes an additional 3,148 acres of which 2,460 acres fall within the 10-year Sphere of Influence (SOI) designated by the Yolo Local Agency Formation Commission (LAFCO) and 230 acres fall within the designated 20-year SOI. The Planning Area for the City (incorporated area plus ULL) totals 12,772 acres.

Interstate 5 passes through the northeast portion of the City, while State Route 113 runs north-south through the east-central part of the City. The City is served by local and regional transit operated by Yolobus. Additionally, the City is served by the Sacramento International Airport, which is located eight miles east of City limits along Interstate 5.

5. PROJECT SPONSOR'S NAME AND ADDRESS:

City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

6. DESCRIPTION OF PROJECT:

General Plan Update

The General Plan Update provides the community with an opportunity to clarify its vision for future development patterns, transportation systems, economic development opportunities, and sustainable growth. The current City of Woodland General Plan was last comprehensively updated in 1996, with a technical update in 2002, and an update of the Housing Element in 2009. In addition, there have been a dozen project-driven amendments since that time (these can be reviewed on the project website). The horizon year for the current plan is 2020 with the exception of the current Housing Element, which has a horizon that extends through October 31 of this year (2013). The proposed update will address long-term planning for the entire planning area through 2035, with a new horizon of October 31, 2021 for the revised Housing Element.

The General Plan Update will include an update and in some cases revisions in every chapter of the current document to meet the requirements of state law and address topics such as those listed below:

Chapter 1: Land Use and Community Design Element – including examination of the current cap on new single-family dwelling units; analysis of the appropriate balance between re-use, infill, and growth in new development areas; consideration of new higher densities and types of housing; assessment of appropriate goals and policies for community character; and identification of changes to planned land use throughout the city and planning area, where appropriate.

Chapter 2: Housing Element – including update pursuant to state law; identification of available land to meet the City's fair share of housing in various low income categories.

Chapter 3: Transportation and Circulation Element – including examination of appropriate levels of service for street operations and congestion; standards for mobility in all modes and for complete streets; ultimate rights-of-way for primary circulation routes; location and feasibility of transit; bicycle and pedestrian facilities; and appropriate street character and patterns.

Chapter 4: Public Facilities and Services Element – including identification of appropriate levels of service for city services and utilities.

Chapter 5: Recreational, Educational, and Community Services Element – including identification of community vision, unmet needs, and feasible service levels.

Chapter 6: Historic Preservation Element – including preservation of historic Woodland character and appropriate integration of historic features and flavor into new development.

Chapter 7: Environmental Resources Element – including state requirements for open space and conservation; identification of appropriate policies and goals to address changed environmental conditions and requirements; and integration of policies and goals to address sustainability, climate change, and greenhouse gas reduction.

Chapter 8: Health and Safety Element – including state requirements for noise and safety; identification of appropriate policies and goals to address flood risk and flood regulations; and assessment of the link between public health, community design, and the built environment.

Chapter 9: Economic Development Element – including appropriate policy and regulatory response to market and fiscal changes and projections; and assessment of how to best position the City to achieve maximum economic success.

Chapter 10: Administration and Implementation Element – including development of an implementation plan; examination of cost and priority for each implementation action; and identification of maximum potential for CEQA streamlining of consistent development projects.

The General Plan Update will address whether and how to accommodate the following projected growth in the City of Woodland by 2035:

Year	Population	Dwelling Units	Jobs
2010	55,468(1)	19,912(1)	25,423(3)
2035	66,041(1)	24,452(2)	32,224(2)
Change	+10,573 (19%)	+4,540 (23%)	+6,801 (27%)

Source: (1) CA DOF 2010; (2) SACOG 2035; (3) SACOG 2008

Figure 3 (Existing General Plan Land Use Diagram) shows the adopted land uses for the City of Woodland. Figure 4 (Existing General Plan Land Use Table) identifies all currently planned land uses by acreage. The General Plan Update will modify these two figures. It is anticipated that this will occur in areas that are currently vacant or underutilized, or identified for new or changed uses as a part of the update process. Areas to be examined for change include but are not limited to the following:

- Downtown core
- East Street
- Northeast industrial area

- Northwest area along Kentucky Avenue
- In and around County Fair Mall
- In and around County Fair

Throughout the process, detailed information and access to all project documents is or will be made available at the City of Woodland City Hall (www.cityofwoodland.org) and online at the General Plan Update Website:

http://www.cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035/default.asp

Climate Action Plan

A Climate Action Plan (CAP) is a comprehensive plan for addressing a community's greenhouse gas (GHG) emissions. A CAP, or similar strategy, can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. With an adopted CAP, projects consistent the General Plan and CAP undergo a streamlined process for mitigation of GHG emissions under CEQA. This is the approach the City proposes to take with the General Plan Update and efforts already underway to prepare a citywide CAP.

The final Technical Report for the City's CAP was released December 2012 and is available online at:

<http://www.cityofwoodland.org/documents/WoodlandCAPFinalReportv7.pdf>

The report identifies: the City's 2005 baseline greenhouse gas (GHG) inventory as 544,145 metric tons (MT) of CO₂e in three sectors (energy use, transportation, and water/waste water); the 2020 projected GHG emissions as 562,987 MTCO₂e; and the 2020 reductions target as 15 percent of 2005 or 462,523 MTCO₂e. This means that projected 2020 emissions must be reduced by 100,464 MTCO₂e. A suite of reduction strategies and a framework for implementation are introduced in the Technical Report and will be finalized in the CAP.

As a part of the General Plan Update the CAP will be expanded to satisfy all of the requirements of Section 15183.5 of the CEQA Guidelines and to include a projection for 2035 GHG emissions and appropriate mitigation.

10 POTENTIAL ENVIRONMENTAL IMPACTS TO BE CONSIDERED:

The City has determined that an EIR is required for this project. Therefore, as allowed under Section 15060 of the CEQA Guidelines, the City has not prepared an Initial Study and will instead begin work directly on the EIR process described in Article 9, commencing with Section 15080. As required, the EIR will focus on the significant effects of the project and will document the reasons for concluding that other effects will be less-than-significant or potentially significant.

The Draft General Plan EIR will analyze a broad range of potential environmental impacts associated with implementation of the General Plan and the CAP. Where potentially significant environmental impacts are identified, the EIR will also discuss mitigation measures (in the form of modified or new policies and actions) that may

make it possible to avoid or reduce significant impacts, as appropriate. The EIR will analyze the following areas:

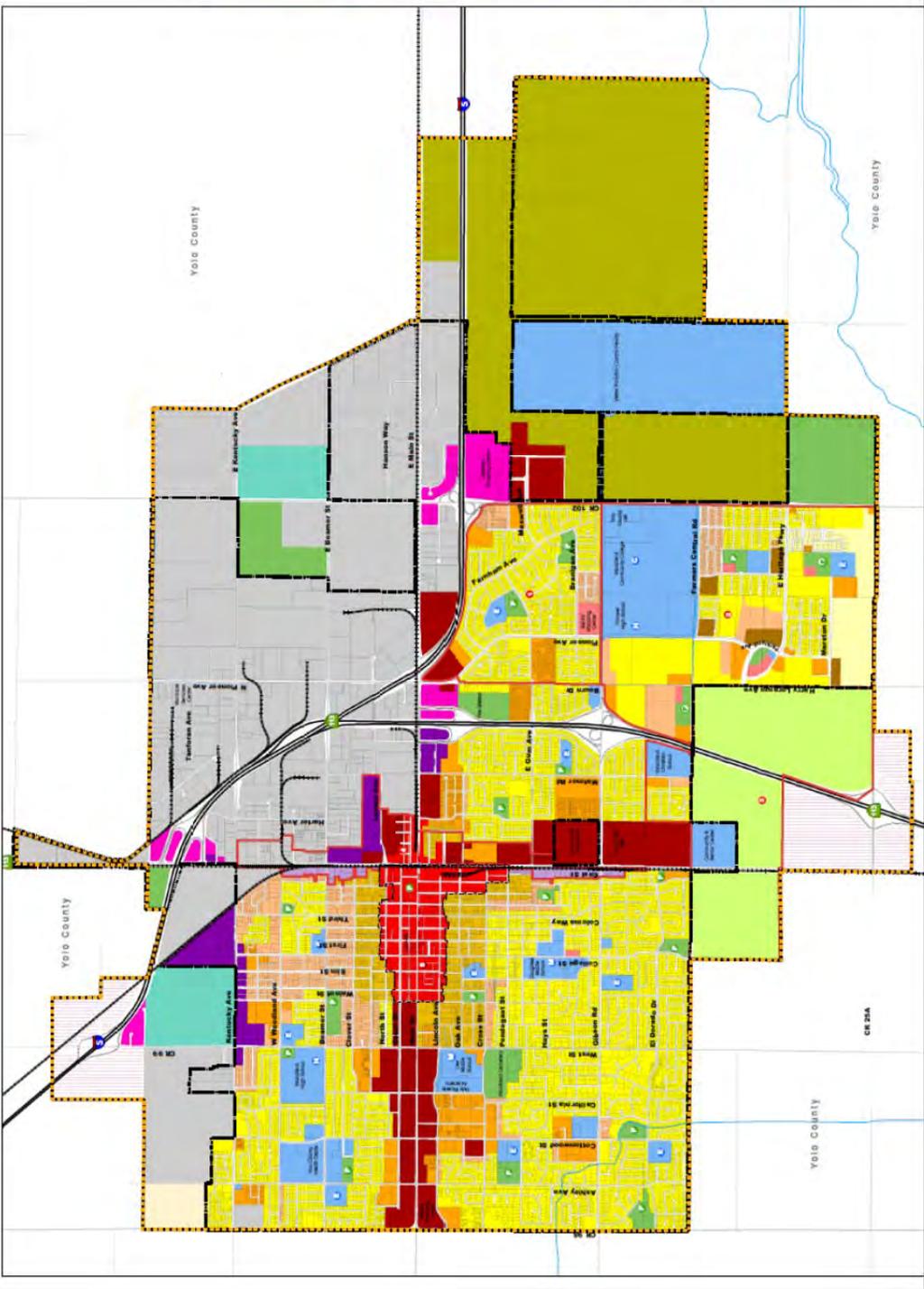
- Land Use (including population, jobs, and housing);
- Aesthetics and Visual Resources;
- Biological Resources;
- Cultural Resources;
- Transportation and Circulation;
- Air Quality;
- Noise;
- Geology, Soils, and Mineral Resources;
- Hydrology, Flooding, and Water Quality;
- Public Services and Utilities;
- Climate Change and Energy; and
- Hazardous Materials and Toxics.

In addition to the potential environmental effects listed above, the EIR will evaluate potential cumulative effects and potential growth-inducing impacts of the proposed project as well as alternatives. The No Project alternative will evaluate the impacts resulting from continued implementation of existing plans, policies, and regulations which govern the city. As appropriate, other alternatives that will avoid or lessen environmental effects related to the proposed Woodland General Plan Update and CAP will be discussed. The draft EIR will also recommend measures to mitigate any significant environmental impacts.



General Plan Land Use

- Land Use Designations**
- Residential**
- Rural (0.0 – 2.0 dwelling units/gross acres)
 - Very Low Density (1.0 – 4.0 du/gross ac)
 - Low Density (3.0 – 8.0 du/gross ac)
 - Medium Low Density (5.0 – 12.0 du/gross ac)
 - Neighborhood Preservation (3.0 – 8.0 du/gross ac)
 - Medium Density (8.0 – 15.0 du/gross ac)
 - High Density (15.0 – 25.0 du/gross ac)
 - Planned Neighborhood (1.0 – 25.0 du/gross ac)
- Commercial**
- Neighborhood Commercial
 - Central Commercial
 - General Commercial
 - Highway Commercial
 - Service Commercial
- Mixed Use**
- Business Park
 - Industrial
- Other**
- Open Space
 - Public Service
 - Urban Reserve
 - Undesignated
- City Boundary**
- City Boundary
 - Urban Limit Line
 - Specific Plan Boundary
 - Downtown Specific Plan
 - Highway
 - Street
 - Railroad
 - Waterway
- Schools**
- Elementary School
 - Middle School
 - High School
 - College
- Specific Plans**
- Southwest Area
 - Spring Lake
 - Spring Lake Master Plan Remodeler
 - East Street
 - Downtown
 - Park
 - Proposed Park



Land Use Description	Total Acres	Inside City	Outside City w/in ULL
Business Park	226.7	0.0	226.7
Central Commercial	159.7	159.7	0.0
General Commercial	455.8	359.6	96.2
High Density Residential	34.0	34.0	0.0
Highway Commercial	128.7	117.2	11.4
Industrial	2,544.2	1,792.5	751.6
Low Density Residential	2,105.9	2,105.9	0.0
Medium Density Residential	363.5	363.5	0.0
Medium Low Density Residential	331.6	331.6	0.0
Mixed Use	37.8	37.8	0.0
Neighborhood Commercial	26.9	26.9	0.0
Neighborhood Preservation	182.9	182.9	0.0
Open Space	442.2	352.6	89.6
Planned Neighborhood	584.8	0.0	584.8
Public Space	1,079.4	1,079.4	0.0
Rural Residential	53.5	0.0	53.5
Service Commercial	126.0	126.0	0.0
Undesignated	333.0	0.0	333.0
Urban Reserve	1,657.3	890.0	767.3
Very Low Density Residential	125.9	125.9	0.0
Right of Way	1,772.4	1,538.3	234.1
Grand Total	12,772.0	9,623.8	3,148.2

**UPDATED NOTICE OF PREPARATION (NOP)
FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
FOR THE CITY OF WOODLAND GENERAL PLAN UPDATE (2035)
AND UPDATED CLIMATE ACTION PLAN**

Date: March 6, 2013 (corrected May 23, 2016)

To: Responsible Agencies, Interested Parties and Organizations

Subject: **Updated Notice of Preparation of an Environmental Impact Report for the City of Woodland General Plan Update and Updated Climate Action Plan (SCH# 2013032015)**

Project Title: City of Woodland General Plan Update and Updated Climate Action Plan

Location: The project area encompasses the entire incorporated boundary of the City of Woodland, California plus a portion of the adjoining Yolo County unincorporated area that falls within the City's voter-adopted Urban Limit Line (see Figure 1, Planning Area).

The City of Woodland released a Notice of Preparation (NOP) for its General Plan Update in March of 2013 and took written comments until April 5, 2013. The City is releasing this Updated NOP to provide responsible agencies and interested parties and organizations with more detail about the General Plan Update. The City is not reopening the NOP written public comment period, but, as explained below, will accept written comments.

PROJECT OVERVIEW: The City of Woodland is preparing a General Plan Update and Updated Climate Action Plan. On March 6, 2013 the City released a NOP informing responsible agencies, interested parties, and organizations that a comprehensive Environmental Impact Report (EIR) would be necessary. The EIR, which is under preparation, will examine the potential for significant adverse impacts in all environmental issue areas recommended in Appendix G and E of the CEQA Guidelines including: air quality; aesthetics and visual resources; agriculture and forestry; biological resources; cultural resources; geology, soils, minerals, and paleontological resources; climate change, greenhouse gas emissions, and energy consumption; hazardous materials; hydrology, flooding, and water quality; land use, planning, population, and housing; noise and vibration; public services and recreation; transportation; utilities; alternatives; cumulative impacts; growth inducing effects; and other issues required under CEQA.

Since the NOP was released in 2013 the City has developed a Vision Statement and Guiding Principles, and drafted a Land Use Diagram and Plan alternatives. The City of Woodland is releasing this updated NOP to provide more detailed information than was available in March of 2013. In addition to the information provided with this NOP, the City of Woodland also has more detailed project information that is available at http://cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035/default.asp or upon request. As allowed under Section 15060 of the CEQA Guidelines, the City has not prepared an Initial Study. This Notice of Preparation (NOP) has been prepared pursuant to Section 15082 and 15083 of the CEQA Guidelines.

COMMENT PERIOD: The written comment period for the NOP took place between March 6, 2013 and April 5, 2013. All comments received during this period have been considered in determining the appropriate scope and content of the Draft EIR which is currently under preparation. The NOP comment period is not being re-opened. All comments previously submitted have been taken into consideration in the preparation of the Draft EIR and do not need to be resubmitted. However **if you wish to make**

comments related solely to the updated project description contained in this updated notice, you may do so anytime between May 26, 2016 and June 24, 2016 at 4:00 pm. Please send your written comments, with the name of your agency contact person, to the following address: Cindy Norris, City of Woodland Community Development Department; 300 First Street, Woodland, CA 95695. Comments may also be submitted electronically by 4:00pm on June 24, 2016 to cindy.norris@cityofwoodland.org. Cindy may be reached by phone at (530) 661-5911.

SCOPING MEETING: A scoping meeting for this EIR was already conducted on March 21, 2013. No further scoping meetings will be held. If you wish to discuss, or consult regarding, this corrected NOP you must contact Cindy Norris by phone or email using the contact information provided above no later than June 24, 2016.

If you have questions regarding the General Plan update, please contact Cindy Norris at (530) 661-5911 or review the information posted online at:

http://www.cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035/default.asp

Updated Project Description

The General Plan Update provides the community with an opportunity to clarify its vision for future development patterns, transportation systems, economic development opportunities, and sustainable growth. The current City of Woodland General Plan was last comprehensively updated in 1996, with a technical update in 2002, and an update of the Housing Element in 2013. In addition, there have been approximately a dozen project-driven amendments since that time. The horizon year for the current plan is 2020 with the exception of the current Housing Element, which has a horizon that extends through September 2021. The proposed update will address long-term planning for the entire Planning Area through 2035.

PROJECT OBJECTIVES

The vision statement and guiding principles for the Draft General Plan are provided below. The vision statement is an aspirational description of what the community would like to be in the future, looking forward to 2035, and represents a compilation of input from the community through the public process.

Vision Statement

In 2035 Woodland is a highly desirable community to live, learn, work and recreate. It has maintained its small-town feel while maturing into an attractive, vibrant, and sustainable city that celebrates its architectural heritage and cultural diversity. Woodland is a healthy community with livable neighborhoods, a thriving downtown, well maintained infrastructure, excellent schools and recreational amenities connected by a seamless network of trails and paths.

The city is the region's center of agricultural technology and food production and is recognized globally as a leader in sustainable agriculture. The community is prosperous and fiscally sound, offering abundant employment opportunities to its diverse and creative workforce.

Woodland has become a destination for visitors seeking to experience its unique agricultural, historical, recreational, cultural and entertainment amenities.

Guiding Principles

1. **Quality and Character:** *Retain and enhance Woodland’s quality of life, its distinctive identity and small-town characteristics.*

Preserve Woodland’s unique small town charm and quality of life by maintaining the city’s distinct urban edge and surrounding agricultural open space, promoting the Downtown and historic resources, and developing a variety of recreational, community and cultural facilities. Preserve and enhance the best qualities of Woodland’s existing neighborhoods and promote the development of new neighborhoods with similar qualities while fostering healthy and attractive commercial and employment centers.

Promote development that strengthens the physical form of the City, enhances livability, incorporates sustainable design practices and continues to enhance Woodland’s unique sense of place. High quality design and pleasing physical form promotes Woodland as offering a high quality of life and a desirable place to live, learn, work and recreate.

2. **Orderly Development:** *Promote new growth while achieving an orderly pattern of community development, consistent with economic, social, fiscal and environmental needs.*

Provide for urban development and expansion of associated services on a logical and incremental basis to accommodate projected population and employment growth. Growth will be managed to ensure adequate infrastructure, public services, and amenities that the City can sustain, provide and maintain. New growth areas will be carefully planned to enhance and not detract from existing neighborhoods and commercial centers. Infill and adaptive reuse of underutilized and vacant buildings is promoted.

3. **Historic Downtown:** *Strengthen the historic downtown district as the City’s center of shopping, dining, entertainment and employment.*

Promote Downtown as the civic, cultural, and entertainment center of Woodland. The General Plan promotes a broad mix of uses, including increased dining, retail, and entertainment destinations with an array of urban housing and professional office/technology companies. Provide support to new business ventures and private reinvestment with policies and actions to assist revitalization and reuse of historically significant structures.

4. **Economic Development:** *Foster economic growth and diversification with a range of employment opportunities for all residents.*

The General Plan promotes a diversified economic base and seeks to capitalize on Woodland’s location and assets—access to I-5, Sacramento International Airport, rail service, prime farmland, and U.C. Davis—by supporting and assisting business development and mitigating constraints to economic investment. The Plan provides sites in a variety of infill and new growth locations to attract hotel, office, industrial, and research and development uses, which in turn will provide jobs and help the City achieve fiscal sustainability. The General Plan seeks partnerships in higher education, seed research, agricultural technology, food production, and other locally appropriate sectors. It supports linkages with Woodland’s strong historical and cultural resources and promotes tourism.

5. **Mobility Options:** *Coordinate land use and transportation planning to provide a range of attractive and viable transportation options, such as bicycle, pedestrian, and transit.*

Support development choices and transportation improvements that allow and encourage more residents, workers and visitors to walk, bike or use transit. Promote the development of “complete streets” to safely and effectively serve the needs of all modes of travel. Promote and seek

opportunities to develop a seamless network of trails and paths to support a healthy and active lifestyle, livable neighborhoods and access to schools and amenities.

6. ***Housing Choice:*** *Provide a variety of housing types to meet the needs for all generations and income levels.*

Encourage and enable a mix of housing types and densities that will provide Woodland residents with access to a full range of housing opportunities, and enable the City to meet its fair share of the region's housing need. Housing types facilitated by the General Plan range from larger lot to small-lot single-family homes, townhomes, apartment buildings and lofts in a variety of locations and settings. Infill development in the Downtown and along mixed-use corridors is encouraged. Promote design practices that support high quality design and neighborhood development.

7. ***Agricultural Heritage:*** *Preserve and protect prime agricultural lands and their uses within and surrounding the community.*

Woodland's surrounding agriculture is an important part of the community's heritage, plays a major role in the city's economy, and endows Woodland with a unique sense of place. To help maintain this important resource, the General Plan maintains the voter-approved Urban Limit Line within which urban development will be contained. Development will occur in an orderly, contiguous manner to preserve agricultural use of land as long as possible. Outside the current city limits, the City will encourage and support continued agricultural use of land.

8. ***Safety:*** *Ensure that Woodland remains a safe place to live, protected from natural and manmade hazards.*

Protect community livelihood and investment through requirements for structures to withstand seismic activity, provide fire protection and minimize flood risk. Ensure a sense of personal and public safety as essential in developing a high quality of life. The General Plan supports appropriate levels of prevention and response.

9. ***Environmental Stewardship:*** *Foster a sustainable community for the next generation and protect and improve the quality of the natural environment.*

Encourage the preservation of the area's natural resources and continue to support regional efforts. Promote land use patterns that improve air quality and reduce greenhouse gas emissions, minimize vehicle miles traveled, and encourage conservation. Support proactive solutions to protect areas at risk of flooding.

10. ***Public Services:*** *Provide realistic, supportable and appropriate levels of public service that are sustainable and fiscally sound.*

Balance the fiscal realities of providing sustainable public services with community desires for high quality amenities and facilities to ensure that meeting today's needs does not compromise the community's fiscal future. Require new development to pay for itself, including new facilities and on-going operations. Support the continuing maintenance and expansion of existing public facilities as the most efficient and effective means of living within the community's means. The City will continue to strive to improve the efficiency and quality of its public facilities and services.

11. ***Health and Recreation:*** *Provide all residents with opportunities to live an active, healthy, and green lifestyle.*

Promote healthy lifestyles by enhancing opportunities for physical activity, healthy eating and sustainable living. The General Plan ensures that adequate parks and recreational amenities are well integrated in new neighborhoods. The Plan promotes creation of a recreational greenbelt and

expansion of walking and biking paths to enable residents to use active transportation options to connect to work, schools, grocery stores, and variety of open spaces.

12. **Quality Education:** *Foster quality educational and enrichment opportunities.*

The General Plan underscores the importance of high quality educational opportunities—including K-12 education, higher education, workforce training, and general community enrichment—to Woodland’s quality of life. The City recognizes the link between education, safety, and opportunities for economic advancement in the community for youth, their families, and all Woodland residents. To this end, the Plan supports continued partnership with the Woodland Joint Unified School District, the County Office of Education, and Woodland Community College in planning, facility sharing, extracurricular activities and recreation, and promoting academic achievement, as well as linkages between Woodland’s growing cluster of agricultural technology and research establishments and higher education.

DRAFT LAND USE DIAGRAM AND PROPOSED PROJECT ALTERNATIVES

The Land Use Diagram of the Draft General Plan assigns a land use to every parcel within the ULL. However, various policies in the Plan control the timing, location, and sequence of growth within the Planning Area to reflect what would be allowed through the planning horizon year of 2035.

The Draft General Plan contemplates two alternative ways in which growth and development through 2035 could occur, which are referred to as the South Alternative and East Alternative. In the Draft General Plan, two different versions of relevant growth management policies are written—one set for each Alternative. Each of these Alternatives relies upon the same Draft Land Use Diagram. Referring to the Draft Land Use Diagram (Figure 2), the South Alternative envisions growth occurring in the areas labeled Specific Plan (SP)-1A, SP-1B, SP-1C, and SP-3 by 2035. The East Alternative envisions growth occurring in the areas labeled SP-1A, SP-2, and SP-3 by 2035. For nearly all other topics, goals and policies in the Draft General Plan, the Alternatives are identical to each other.

The EIR for the General Plan will analyze both of these Alternatives with equal consideration or “equal weight.” The impacts of each Alternative will be fully evaluated relative to the baseline and established significance criteria. The analysis in the EIR will inform the development of the final General Plan to be adopted. The adopted General Plan will only include one growth scenario.

ELEMENTS OF THE DRAFT GENERAL PLAN

The General Plan Update (Plan) contains an introduction and administration chapter and eight elements:

1. Introduction and Administration
2. Land Use, Community Design, and Historic Preservation Element
3. Transportation and Circulation Element
4. Public Facilities and Services Element
5. Healthy Community Element
6. Conservation and Open Space Element
7. Safety Element
8. Economic Development Element
9. Housing Element

Each Element of the Plan includes goals and policies, which together articulate a vision for Woodland. Goals define an ideal future related to the public health, safety, or general welfare of the community; they set directions for policies. Policies are specified ends or conditions that are an intermediate step towards attaining a goal; they are specific statements to guide decision-making.

The following summarizes the contents of each Element, including major proposed improvements and policy directions.

Introduction and Administration Chapter

The introduction to the General Plan provides an overview of the document and its purpose, use, and policy structure. It highlights key principles, gives the reader a background to the planning process and the requirements for the Plan, describes how the Plan is organized, and explains how it will be administered after it is adopted.

Land Use, Community Design, and Historic Preservation Element

The Land Use, Community Design, and Historic Preservation Element directs the location and form of future development, shaping where people will live, work, play, and shop in Woodland. It presents the desirable pattern for the ultimate development of the city for the General Plan horizon year of 2035 and seeks to ensure that land use planning reflects the community's evolution and changing demographics, while promoting sustainability. Goals and policies related to urban form and design will inform development decisions by providing a common understanding of the characteristics the community wishes to achieve and preserve. Each development project must consider its impact on the form and character of the community as a whole, particularly regarding the project's overall massing and its interaction with the street and public realm.

Transportation and Circulation Element

The Transportation and Circulation Element provides for the development of enhanced infrastructure to promote increased transportation choices to serve existing and new development. Specifically, it promotes an integrated, multimodal transportation system to reduce air pollution and greenhouse gas (GHG) emissions, reduce the need for costly roadway improvements, and facilitate travel for residents who cannot or choose not to use automobiles for short- and long-distance trips.

Public Facilities and Services Element

The purpose of the Public Facilities and Services Element is to provide a policy framework for the City to manage infrastructure and services, identify areas for improvement, and ensure that public utilities and services meet the needs of the community as the city grows. More specifically, the Element addresses the planning, provision, and maintenance of police and fire services; parks and recreational facilities and programs; schools; water, wastewater, solid waste systems; and other public facilities.

Healthy Community Element

This Element is centered on the concept that healthy lifestyles in Woodland relate to having healthy minds, healthy bodies, and a healthy earth. The Element reviews current health conditions in Woodland and sets forth goals and policies to promote healthy lifestyles amongst Woodland community members, specifically pertaining to access to medical and health services and facilities, active lifestyles, healthy food, community services, and arts and culture.

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies for the conservation of natural resources in Woodland. Woodland's natural resources – water, natural habitats, wildlife, vegetation, agricultural soils, minerals, and air – contribute to the city's economy and the quality of life of Woodland's residents. These resources exist in limited quantity and as a result, the General Plan promotes thoughtful planning and resource management that can help inform community discussion about weighing environmental conservation with other General Plan goals. The General Plan seeks to balance planned growth with conservation and enhancement of the area's natural resources.

Safety Element

The purpose of the Safety Element is to identify the natural and manmade public safety hazards that exist within the city, and to establish preventative and responsive policies and programs to mitigate their potential impacts. In addition, this Element addresses exposure to loud and/or unwanted noise that can affect community health and safety, as well as quality of life. Specifically, this Element addresses seismic and geologic hazards, flooding, fire, airport hazards, hazardous materials, emergency preparedness, and noise.

Economic Development Element

The Economic Development Element of the General Plan contains goals and policies that will enable the City to direct local resources to retain, relocate, expand and assist local businesses and attract new industries that will increase the City's tax base and economic diversity. This Element provides policy direction for fostering development and revitalization to support a vibrant downtown; promoting growth in key target areas; providing jobs for the growing population; creating opportunities for supply of retail goods and services that will be needed by the community and patronized by regional travelers as well as business to business opportunities, and enhancing the City's ability to provide public services for current and future residents.

Housing Element

The purposes of the Housing Element are to: identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

The Housing Element consists of two components. The first, which is located in the body of the General Plan, defines the goals, policies, and quantified objectives of the Element. The second component, located in an appendix of the General Plan, is designed to meet Housing Element requirements and to provide the background information and analysis to support the goals, policies, and quantified objectives provided in this Element.

Due to State mandates, the Housing Element was updated in October 2013. Additional substantive changes are not anticipated but modifications are being proposed to the format to match the remainder of the General Plan Update.

SUMMARY OF LAND USE CHANGE IN THE DRAFT GENERAL PLAN

In 2013, there were approximately 55,700 residents of Woodland, 20,000 housing units, and 26,000 jobs. Table 1 provides an overview of the existing conditions and the new development proposed by 2035 under the South and East Alternatives. Both Alternatives assume approximately 19,300 new residents,

and 7,000 new housing units by 2035. The South Alternative assumes 16.7 million square feet of new non-residential development, and the East Alternative assumes 17.4 million square feet of new non-residential development.

Table 1: Anticipated Growth through General Plan Horizon (2035)

	<i>Existing Conditions (2013)</i>	<i>South Alternative New Growth</i>	<i>East Alternative New Growth</i>
New Population	55,690	19,300	19,300
New Housing Units	19,980	7,000	7,000
New Non-Residential Square Footage	19,824,400	16,685,000	17,386,000
New Jobs	26,000	18,210	19,340
New Jobs/Housing Ratio	1.30	1.64	1.68

As proposed in the Draft General Plan, much of Woodland, including existing residential neighborhoods, is not expected to change by the 2035 planning horizon. However, there are some areas where the City does expect to see change. These areas include Downtown, major corridors, the northeast industrial area, and new specific plan areas.

UPDATED CLIMATE ACTION PLAN

A Climate Action Plan (CAP) is a comprehensive plan for addressing a community’s greenhouse gas (GHG) emissions. A CAP, or similar strategy, can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. A Preliminary 2020 Climate Action Plan was adopted by the City Council in June 2014. This document will be updated to align with the General Plan and include 2035 reduction targets. The CAP will also contain a suite of quantified reduction strategies and a framework for implementation to achieve the required reduction. Once the Final CAP is adopted, projects consistent with the General Plan and CAP will undergo a streamlined process for mitigation of GHG emissions under CEQA.

Figure 1: Planning Area

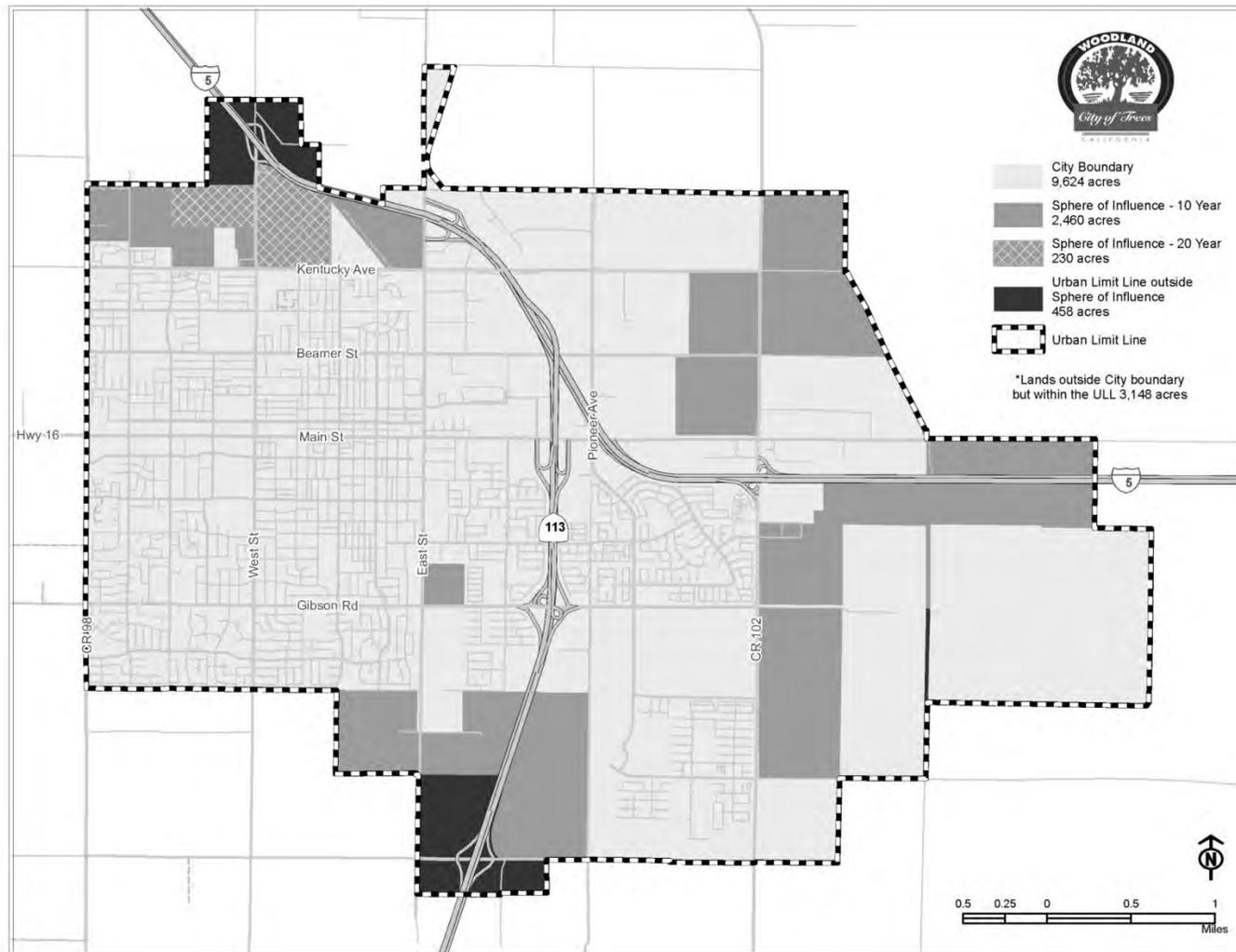
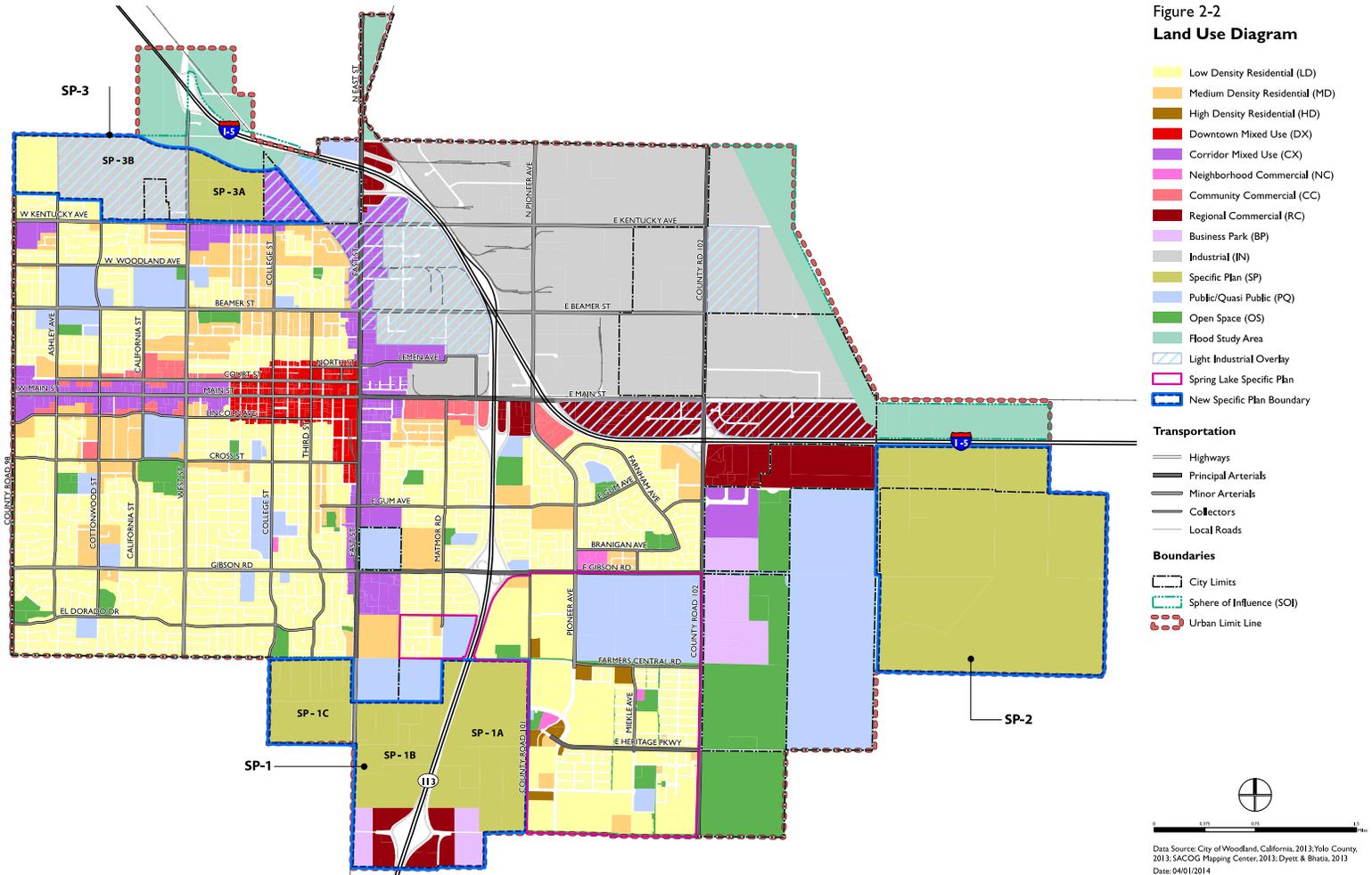


Figure 2: Draft Land Use Diagram



APPENDIX B

Notice of Preparation Responses

DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

SACRAMENTO, CA 95833

PHONE (916) 274-0635

FAX (916) 274-0602

TTY 711

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April 4, 2013

032013-YOL-0005

03-YOL-VAR

SCH# 2013032015

Ms. Cindy Norris
City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

General Plan Update and Climate Action Plan – Notice of Preparation (NOP)

Dear Ms. Norris:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project is the 2035 General Plan Update and Climate Action Plan for the City of Woodland. State highways included in this plan area are State Routes (SR) 16, SR 113, and Interstate 5 (I-5). This NOP seeks preliminary comments on the proposed project to guide development of the Draft Environmental Impact Report (DEIR). The following comments are based on the NOP.

General Comments

- The State Highway System (SHS) is a major part of the circulation network in Woodland and should be identified as such throughout both the General Plan itself and the associated environmental documents.
- The City should protect adequate right-of-way for new and expanded SHS transportation facilities. Transportation Concept Reports (TCRs) and Corridor System Management Plans (CSMPs) are documents that identify needed transportation improvements for the SHS in the City. These documents are available at: <http://www.dot.ca.gov/hq/tpp/corridor-mobility/d3-page.html>. Similarly, the District System Management and Development Plan, includes all of the SHS projects planned for Yolo County. It is available online at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.htm>

These reports provide information on the current and future projects as well as the future vision for these facilities. The General Plan should be consistent with these documents.

- The General Plan should include an access management policy to control access to the SHS, and to ensure operational integrity.
- As part of the circulation network, improvements to the SHS and the operation of the SHS are a shared responsibility between the City of Woodland and Caltrans. This should be reflected in a policy statement.

CEQA Streamlining

As part of Senate Bill (SB) 375, a streamlined process for CEQA review was established for certain types of development. The Sacramento Area Council of Governments (SACOG) contained many of these policies in the Metropolitan Transportation Plan and its Sustainable Communities Strategies. Since some streamlining provisions would exempt project level analysis of impacts to the SHS, potential direct and cumulative SHS impacts should be analyzed and mitigated by the General Plan and associated documents. Caltrans has a common interest with the City to see that SHS safety impacts, bottlenecks, and other operational deficiencies are addressed to preserve mobility to, from, and within the City. By addressing impacts at the General Plan level, Caltrans and the City can ensure that those impacts are mitigated or avoided, while also providing streamlining benefits at the project level.

We also request to be notified if the City plans to use the SB 375 CEQA streamlining process for development projects.

Traffic/Circulation

The SHS is intended to facilitate inter-regional travel. The SHS within the City operates with a high volume of commuter and truck traffic. In order to maintain acceptable traffic conditions, parallel “complete” streets and potential transit routes should be developed to provide an alternative to the SHS for local trips.

The land use changes proposed in the General Plan Update may pose potentially significant impacts to the State Highway System (SHS). Proposed changes may include increased density of several land use types and could affect the number of projected generated trips and travel patterns throughout the Woodland area. Travel data regarding such land use changes should be included in the EIR. Specifically, the EIR should identify the impacts that the increase in traffic will have on SHS segments, intersections, and interchanges, and any necessary mitigations to reduce the impacts to a less than significant level.

A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the SHS. Any special projects or improvements as well as existing deficiencies that were not mitigated from prior commitments should be included in the TIS. The TIS should also include predicted trip distribution values from the updated land use and travel patterns. We recommend using Caltrans’

Guide for the Preparation of Traffic Impact Studies (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans. It is available at the following website address:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf. Please contact us before the start of the study to coordinate preparation of the scope of this TIS so that the SHS is properly analyzed.

Caltrans is investigating alternatives to the Level of Service (LOS) measure as a threshold of significance for evaluating impacts from proposed projects. Other indicators such as delay or some other appropriate measure may be more suitable than the traditional LOS measure. Caltrans looks forward to working with the City to explore alternative measures of thresholds of significance. Caltrans would like to work with the City to jointly develop measures for use in this EIR and then continue the discussion for a more comprehensive alternative measure.

Traffic Impact Fees

Freeways and Expressways serve local, intra-regional, and inter-regional travel through the City of Woodland. It is imperative that new developments within the City that use SHS facilities for intra-regional and local travel contribute fair share cost toward funding improvements that will be necessary to maintain acceptable traffic conditions on the SHS, as new development will increase travel demand.

We strongly support the City in ensuring that new development is properly mitigated. This General Plan is an ideal opportunity to ensure your community is prepared for upcoming development.

We suggest that a Nexus study be prepared for those portions of the City where development is planned, so that a Traffic Impact Mitigation Fee (TIMF) program can be developed and implemented by the City to address SHS impacts. This action would set up a fair and equitable mechanism to assess and collect TIMFs from all local projects needing mitigation. Caltrans is available to assist the City through this process.

Hydrology

We request that a Master Drainage Study be included as part of the General Plan EIR that addresses potential flooding on SR16, SR113, and I-5. In particular, Cache Creek has potential to inundate all three highways and interrupt flow of traffic. The study is needed to address construction of Federal Emergency Management Agency (FEMA) approved levees and dredging/maintenance in Cache Creek, runoff and discharge into Cache Creek and other water bodies, and grading ordinances or lack of grading ordinances that may alter or redirect runoff toward State highways/facilities.

Ms. Cindy Norris/ City of Woodland, Communication Development Department
Thursday, April 04, 2013
Page 4

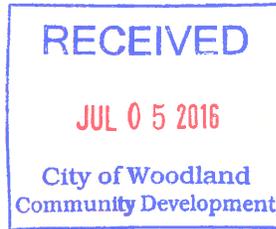
For any questions regarding this letter, please contact Melinda Bacharach at 916-263-1625 or by email at: melinda.bacharach@dot.ca.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Fredericks". The signature is fluid and cursive, with a prominent "E" and "F".

ERIC FREDERICKS, Chief
Office of Transportation Planning – South

c: Scott Morgan, State Clearinghouse



U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



June 22, 2016

Cindy Norris
City of Woodland
Community Development Department
300 First Street
Woodland, California 95695

Dear Ms. Norris:

This is in response to your request for comments regarding the Updated Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the City of Woodland General Plan Update (2035) and Updated Climate Action Plan (SCH# 2013032015).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Yolo (Community Number 060423) and City of Woodland (Community Number 060426), Maps revised May 16, 2012. Please note that the City of Woodland, Yolo County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Cindy Norris, City of Woodland

Page 2

June 22, 2016

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Woodland floodplain manager can be reached by calling Paul Siegel, Chief Building Official, at (530) 661-5850. The Yolo County floodplain manager can be reached by calling David Morrison, Assistant Director of Planning, at (530) 661-8041.

If you have any questions or concerns, please do not hesitate to call Xing Liu of the Mitigation staff at (510) 627-7267.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Paul Siegel, Chief Building Official, City of Woodland

David Morrison, Assistant Director of Planning, Yolo County

Ray Lee, WREA, State of California, Department of Waters Resources, North Central Region
Office

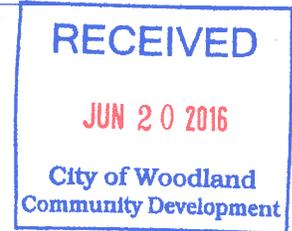
Xing Liu, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



Central Valley Regional Water Quality Control Board

17 June 2016



Cindy Norris
City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

CERTIFIED MAIL
91 7199 9991 7035 8363 8645

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CITY OF WOODLAND GENERAL PLAN UPDATE AND UPDATED CLIMATE ACTION PLAN PROJECT, SCH# 2013032015, YOLO COUNTY

Pursuant to the State Clearinghouse's 26 May 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the City of Woodland General Plan Update and Updated Climate Action Plan Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan

amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to

restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be

covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

LOCAL
AGENCY
FORMATION
COMMISSION OF
YOLO COUNTY



April 30, 2013

Cindy Norris
City of Woodland Community Development Department
300 First Street
Woodland, CA 95695

Re: Notice of Preparation for the Draft EIR for the City of Woodland General Plan Update (2035) and Climate Action Plan

Dear Ms. Norris:

Thank you for sending the Yolo Local Agency Formation Commission (LAFCo) a Notice of Preparation dated March 6, 2013 for the Draft EIR for the City of Woodland General Plan Update (2035) and Climate Action Plan.

LAFCo is a responsible agency as it will use the EIR to process anticipated sphere of influence amendments and annexations to implement the City's 2035 General Plan. Future LAFCo actions should be clearly identified in the EIR project description and list of approvals required by other agencies.

In order to streamline the environmental review for these future LAFCo requests, please be aware that Yolo LAFCo has an Agricultural Conservation Policy that includes policies and mitigation for loss of agricultural land. LAFCo also has adopted Standards of Evaluation that would be used to analyze and evaluate these future annexation proposals. Both documents can be found on our website at www.yololafco.org.

Please also be aware that your planning area includes "disadvantaged unincorporated communities" per SB 244 (Wolk) and LAFCo is required to consider these areas with future annexation requests.

Thank you again for consulting with Yolo LAFCo. If you have any questions, please feel free to contact me.

Best regards,

A handwritten signature in blue ink, appearing to read "Christine M. Crawford", is written over a horizontal line.

Christine M. Crawford, AICP
Executive Officer

CHAIR
OLIN WOODS
Public Member

VICE CHAIR
MATT REXROAD
Supervisor - 3rd District

SKIP DAVIES
Mayor
City of Woodland

DON SAYLOR
Supervisor - 2nd District

BILL KRISTOFF
Councilmember
City of West Sacramento

ALTERNATE
ROBERT RAMMING
Public Member

ALTERNATE
JIM PROVENZA
Supervisor - 4th District

ALTERNATE
CECILIA AGUIAR-CURRY
Mayor
City of Winters

Staff
CHRISTINE M. CRAWFORD
Executive Officer

TERRI TUCK
Commission Clerk

ROBYN TRUITT DRIVON
Commission Counsel

625 Court Street, Suite 203
Woodland CA 95695

(530) 666-8048
lafco@yolocounty.org

www.yololafco.org



YOCHA DEHE
CULTURAL RESOURCES

June 16, 2016

Cindy Norris
City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

RE: Woodland General Plan Update Project

Dear Ms. Norris:

Thank you for your project notification letter dated, March 6, 2016, regarding cultural information on or near the proposed Woodland General Plan Update project, Woodland, Yolo County, CA. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area. We wish to initiate consultation with the City of Woodland.

Please provide our Cultural Resources Department with a project timeline, detailed project information and the latest cultural study for the proposed project. As the project progresses, if any new information or cultural items are found, we do have a process to protect such important and sacred artifacts. Upon such a finding, please contact the following individual:

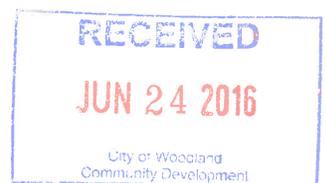
Mr. James Sarmiento
Cultural Resources Manager
Yocha Dehe Wintun Nation
Office: (530) 723-0452, Email: jsarmiento@yochadehe-nsn.gov

Please refer to identification number YD - 06082016-03 in any correspondences concerning this project.

Thank you for providing us with project information and the opportunity to comment. Please contact Mr. Sarmiento at your earliest convenience to coordinate a date and time for the consultation meeting.

Sincerely,

James Kinter
Tribal Secretary
Tribal Historic Preservation Officer





June 2, 2016



Ms. Cindy Norris
City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

Dear Ms. Norris:

The Yolo-Solano Air Quality Management District (District) has received the Notice of Preparation (NOP) for the City of Woodland's General Plan Update and Updated Climate Action Plan. The District offers the following comments:

Components of the Air Quality Analysis

The City of Woodland's General Plan Update Draft Environmental Impact Report (DEIR) should evaluate potential air quality impacts associated with the General Plan Update. Evaluation of the General Plan Update should focus on an analysis of the General Plan's consistency with the most recently adopted Air Quality State Implementation Plan for ozone. At the moment, the most recently adopted plan is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. This plan was adopted in 2009 to address the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS). The District is also working with other air districts in the Sacramento Region on a new attainment plan to address the 2008 8-hour ozone NAAQS. The plan for the 2008 NAAQS is still in development, but if it has been adopted prior to the initiation of the air quality analysis in the DEIR, the analysis should evaluate the update to the General Plan in light of its consistency with the plan for the 2008 NAAQS. To evaluate the General Plan's consistency with the applicable air quality plan, the City should consider the following: the update's consistency with the population and vehicle use projections in the air quality plan, and the extent to which the General Plan implements transportation control measures included in the air quality plan.

For air quality planning purposes, growth forecasts for population and vehicle miles traveled are generated by the Sacramento Council of Governments (SACOG). Consequently, the General Plan Update should be evaluated to determine whether it would be consistent with SACOG's Metropolitan Transportation Plan (MTP). If the General Plan Update would allow for growth in excess of that anticipated in the MTP, it could jeopardize the Sacramento Region's ability to achieve the ozone NAAQS by the appropriate deadline year.

For most CEQA air quality analyses, the District recommends using the CalEEMod emission modeling software. However, CalEEMod is designed with typical individual development projects in mind. The District does not believe that the CalEEMod program is appropriate for evaluating impacts associated with a General Plan.

Instead, the District would expect that the air quality analysis would be more qualitative in nature, although the District CEQA thresholds of significance should still be taken into account.

Analysis of Potential Mobile Source Impacts

Mobile sources are significant contributors to air quality issues in the District and the broader Sacramento Region, and mobile source emissions are a large part of the overall emission inventory for the Region. Mobile source emission can be reduced through the introduction and/or enhancement of infrastructure for alternative transportation. The Transportation and Circulation section in the DEIR should include a comprehensive discussion of the existing transportation system and should analyze the potential impacts of the General Plan alternatives to the system. The discussion should describe the future planned transportation and circulation system for all modes including transit, bicycle, pedestrian and motor vehicles. The discussion should also examine whether the General Plan Update will encourage or discourage alternative travel modes.

Analysis of Toxic Air Contaminants

The DEIR should include a discussion of Toxic Air Contaminants (TACs) and whether the General Plan Update will increase the likelihood that sensitive receptors will be exposed to TACs. The discussion should include an evaluation that examines whether sensitive receptors such as residences, hospitals, elder-care facilities, or schools could be located near existing or planned stationary sources of TAC's. While new stationary TAC sources would be reviewed through the District's Risk Management Policy and permitting process, TAC impacts can still occur when a new sensitive receptor locates in proximity to an existing stationary TAC source. Also, the District has no permitting or other regulatory authority over non-permitted sources of TAC such as freeways or high-volume roadways. The District recommends using the guidance provided in the Air Resources Board's (ARB's) *Air Quality and Land Use Handbook: A Community Health Perspective* document. This document identifies common sources of TAC and recommends siting criteria to ensure sensitive receptors are not impacted by TAC from such sources. Using this guidance will assist in determining whether the General Plan will provide for buffer zones around sources of toxics in order to reduce the potential exposure to existing and future sensitive receptors.

Odor Analysis

Offensive odors are another source of concern in urban areas where incompatible land uses may be located in proximity to each other. As with TAC impacts, odor impacts can be created when either a receptor is located near an existing odor source or when a new odor source is located where it can impact existing receptors. The District's *Handbook for Assessing and Mitigating Air Quality Impacts* lists common sources that have been known to produce offensive odors. The City can use this list as a guide to determine whether the General Plan Update would increase the likelihood of odor impacts in the future.

The District appreciates the opportunity to comment on the NOP for this project. If you have any questions about the comments included in this letter, please feel free to contact me at 530-757-3668 or email me at mjones@ysaqmd.org.

Sincerely,

A handwritten signature in blue ink that reads "Matthew R Jones". The signature is written in a cursive style with a large, prominent "M" and "J".

Matthew Jones
Planning Manager, YSAQMD

To: Cindy Norris and the City of Woodland

From: Christine Shewmaker

Date: June 15, 2016

Re: Comments on Updated NOP to the GPU

Dear Ms. Norris

Thank you for your e-mail of May 27th and the opportunity to comment on the new NOP for the upcoming GPU.

As you are probably aware, I am a climate change activist. The reality of the effects of climate change are becoming ever more apparent including in our area drought and increased forest fires. Climate change is the context of reality for the future and we must plan with that in mind. To that end to me it is important that climate change be mentioned in the summaries, vision statements, guiding principles, etc. for any planning document. This is true for development planning or water planning. It is not OK, in my opinion, to just have it further down in the document or in as an appendix as with the climate action plan. Not everyone reads the whole document; however, everyone who reads a summary or vision statement, etc. should know that climate mitigation as well as adaptation and resilience are integral to what the city of Woodland does.

Prior to your May 4th steering committee meeting, Evelia Genera shared that draft with some of the members of the LWV here in Woodland. I sent her some comments, she made some suggestions which she shared with me and then submitted those on May 4th. Those are at the end of this document.

I want to reiterate and expand a bit on those comments.

1. Vision Statement.

- Just going to reiterate what from May 4th – as to me it's germinal "include climate in the vision statement. So in addition to what is in the vision statement -which if fine- something like - *"Woodland will be a community very attuned to reducing greenhouse gas emissions in all its activities, including transportation and buildings and will be closing in on the goal of zero emissions by 2035. It will also focus not just on mitigating climate change by reducing greenhouse gases but also on making the community resilient to the effects of climate change"* Woodland did join the Paris Pledge for Action on Earth Day and that does say we will aim to keep the temperature rise to 2 degrees C - as we are already at 1 degree C - the only way to get there is by aiming for zero emissions and fast."

2. Guiding Principles

- In the comments on May 4th – gave examples of how climate change could be included in a variety of the guiding principles.
- In thinking about this and after getting your e-mail regarding the oak leaves, it occurred to me another way to do this –would be to make a 13th guiding principle titled



13. "Addressing climate change through mitigation, adaptation and resilience"

And then have your oak by that in the guiding principles – and then also throughout the document at critical points.

3. Resilience and adaptation as well as mitigation. One of the main reason to not have just the climate action plan is that it focusses on mitigation – prevention. That is good, but the reality of where we are with climate change is that the effects are happening and in some cases earlier than predicated. Thus we must plan with resilience and adaptation in mind. We can see the effects of the drought – and we must plan to be a very low water community. That is just one example.

GENERAL PLAN

Submitted by Evelia R. Genera, 5/4/16

SUSTAINABILITY/CLIMATE CHANGE

- The plan needs to address climate change, green development, zero emissions and sustainability throughout the document. This is not the case in the current draft. Seems dated back to 2004; not 2016. In searching the whole document for "climate" there were just 2 mentions and 4 mentions for "greenhouse" as in emissions or gas. The whole document needs a green painting. The Climate Action Plan is listed as an appendix - but climate change planning cannot just be an appendix.
- Specific suggestions - include climate in the vision statement. So in addition to what is in the vision statement -which if fine- something like -"*Woodland will be a community very attuned to reducing greenhouse gas emissions in all its activities, including transportation and buildings and will be closing in on the goal of zero emissions by 2035. It will also focus not just on mitigating climate change by reducing greenhouse gases but also on making the community resilient to the effects of climate change*" Woodland did join the Paris Pledge for Action on Earth Day and that does say we will aim to keep the temperature rise to 2 degrees C - as we are already at 1 degree C - the only way to get there is by aiming for zero emissions and fast.
- So in addition to being in the vision statement, it should also be in some or all of the guiding principles. So for e.g.
 - In mobility options include also that we will aim to get transportation emissions in the city as low as possible and that this would include efforts to aid in the electrification or other zero emission technology for vehicle transportation.
 - In housing options - in addition to home size, etc - include the goal of new homes being net zero emissions and somewhere there has to be

something about helping to transition the existing house stock to lower emissions – “Is this specified in the Housing Plan?”

- In safety – there is mention of natural as well as manmade hazards - need to include planning for climate resilience here - specifics for that would be heat waves, droughts, floods, new diseases (ala mosquitoes, etc) - maybe the specifics don't go here but somewhere else in document - but the basic idea of climate resilience should be included.
- in Environmental stewardship - mention zero emissions again here and maybe say we will be a leader as a small ag community in addressing both mitigation and adaptation to climate change.

EDUCATION/SCHOOLS

From: [Cindy Norris](#)
To: sophie@dyettandbhatia.com; "Elizabeth Schmid"; [Heidi Tschudin \(htschudin@sbcglobal.net\)](mailto:Heidi.Tschudin@sbcglobal.net); [Ken Hiatt](#)
Cc: [Gerken, Matthew](#)
Subject: FW: City Notice of Preparation re General Plan Update EIR
Date: Thursday, June 16, 2016 8:55:18 AM
Attachments: [ATT00001.jpg](#)
[ATT00002.png](#)
[ATT00003.png](#)
[ATT00004.jpg](#)

Comment received regarding the NOP.

From: Christine Shewmaker [mailto:blugoose@sbcglobal.net]
Sent: Wednesday, June 15, 2016 5:20 PM
To: Roberta Childers; Andrea Schumer (A3SM@pge.com); Angel Barajas; Annie Morse (abeasley@opterraenergy.com); Betty Kaelin (ekaelin@yahoo.com); Bill Marcus; Bobby Harris; Christine Casey; Cindy Norris; Courtney Gonzales; Devon Hartman; Beth Robbins; Gary Sandy; JoAnn B Anderson; Joe Sullivan (birdtox1@ardeacon.com); John McKean (johnwallismckean@gmail.com); John Mott-Smith; Jordan E. Power; Kat Campau; Kathy Harryman; Katie Wurzel; Kevin Cowan (kevin.cowan@lpl.com); Kristy W. Wright (kristyw@woodlandchamber.org); Laura Caruso-Kofoid (icaruso.kofoid@gmail.com); Lauren Foy (lauren.a.foy@gmail.com); Maggie Guzman (meac@pge.com); Mari Perla; Maria Contreras Tebbutt (funmaria@sbcglobal.net); Mark Aulman; Pete Rominger; Phil Hogan (phil.hogan@ca.usda.gov); Reyna Pinon; Rob Beggs (rbeggs@brwncald.com); Rosie Ledesma; Schulenberg, Kate; Stuart Chase (S1Cz@pge.com); Sudhir; Tom Stallard
Subject: Re: City Notice of Preparation re General Plan Update EIR

Thanks for sending this to everyone Roberta!

My main comment is that I feel climate change should be included in the vision statement and the guiding principles. This includes both mitigation and as well as resilience / adaptation. Presently it is not mentioned in either the vision statement or guiding principles - just that the Climate Action Plan will be an appendix or addendum

After being forward a copy of this by steering committee member E. Genera, I sent comments to E. Genera, who made a few changes and then submitted at the May 4th steering committee meeting. Those comments can be seen on pages 6 and 7 of the minutes for the May 4th steering committee meeting . <http://cityofwoodland.org/civicax/filebank/blobdload.aspx?blobid=16593> I may submit a few expanded comments.

No matter what your thoughts are - I do hope quite a number of folks submit comments. We will have this document for a while

Christine Shewmaker

On 6/15/2016 1:19 PM, Roberta Childers wrote:

Folks,

At yesterday's Sustainability Committee meeting, Christine Shewmaker discussed the City asking for comments on the Updated Notice of Preparation (NOP) of a draft EIR for the City's General Plan Update (GPU) and Updated Climate Action Plan (CAP).

She encouraged all interested residents to review the NOP and submit comments, and

Mayor Stallard, Councilman Barajas, and City staff concur. The GPU and Updated CAP are important long-term planning documents, and it is critical to have thoughtful community input into their development and analysis. [Comments on the updated project description contained in the NOP are due June 24.](#)

The NOP contains the Vision Statement and 12 Guiding Principles for the GPU, a draft land use diagram and summary of the growth and development alternatives being considered, and a summary of the GPU elements.

The NOP can be found at <http://web.cityofwoodland.org/civicax/filebank/blobdload.aspx?blobid=16563>. It includes links to additional GPU information on the City's website as well.

Roberta

Roberta Childers
Environmental Resource Analyst
City of Woodland Public Works Department
42929 County Road 24
Woodland, CA 95776

(530) 661-2060
www.cityofwoodland.org/environment



From: [John McKean](#)
To: [Cindy Norris](#)
Subject: Re: City of Woodland General Plan Update 2035
Date: Thursday, June 16, 2016 8:19:57 AM

The General Plan should reflect our long term goal for OFF-ROAD BIKE-WAYS and WALK-WAYS.

JohnMcKean.

On Fri, May 27, 2016 at 5:06 PM, Cindy Norris <Cindy.Norris@cityofwoodland.org> wrote:

The purpose of this email is to provide you with information concerning the City of Woodland General Plan Update 2035 Project.

The City regularly updates the General Plan web site with information concerning News and Announcements of upcoming meetings and events and we provide copies of recently released reports or documents. We encourage you to check this site regularly for information and updates. A direct link is provided below.

<http://www.cityofwoodland.org/gov/depts/cd/divisions/planning/generalplan/2035/default.asp>

The City has recently released an updated Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the City of Woodland General Plan Update (2035) and Updated Climate Action Plan. A copy of this notice has been attached to this email.

Since the NOP was released in 2013 the City has developed a Vision Statement and Guiding Principles, and drafted a Land Use Diagram and Plan alternatives. The City of Woodland is releasing this updated NOP to provide more detailed information than was available in March of 2013. In addition to the information provided with this NOP, the City of Woodland also has more detailed project information that is available at http://cityofwoodland.org/gov/depts/cd/woodland_general_plan_2035/default.asp or upon request. As allowed under Section 15060 of the CEQA Guidelines, the City has not prepared an Initial Study. This Notice of Preparation (NOP) has been prepared pursuant to Section 15082 and 15083 of the CEQA Guidelines.

COMMENT PERIOD: The written comment period for the NOP took place between March 6, 2013 and April 5, 2013. All comments received during this period have been considered in determining the appropriate scope and content of the Draft EIR which is currently under preparation. The NOP comment period is not being re-opened. All comments previously submitted have been taken into consideration in the preparation of the Draft EIR and do not need to be resubmitted. However **if you wish to make comments related solely to the updated project description contained in this updated notice, you may do so anytime**

between May 26, 2016 and June 24, 2016 at 4:00 pm. Please send your written comments, with the name of your agency contact person, to the following address: Cindy Norris, City of Woodland Community Development Department; 300 First Street, Woodland, CA 95695. Comments may also be submitted electronically by 4:00pm on June 24, 2016 to cindy.norris@cityofwoodland.org. Cindy may be reached by phone at [\(530\) 661-5911](tel:(530)661-5911).

Cindy Abell Norris, Principal Planner

Community Development Department

300 First Street, Woodland, Ca 95695

[\(530\) 661-5820](tel:(530)661-5820); [\(530\) 661-5911](tel:(530)661-5911) (direct)

cindy.norris@cityofwoodland.org

APPENDIX C

Air Quality

Woodland GP (East Alt) Construction Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,240.00	Dwelling Unit	32.63	1,240,000.00	3546
Condo/Townhouse	510.00	Dwelling Unit	31.88	510,000.00	1459
Regional Shopping Center	407.95	1000sqft	9.37	407,950.00	0
Strip Mall	996.62	1000sqft	22.88	996,620.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	330.00	85.00
tblConstructionPhase	NumDays	180.00	45.00
tblConstructionPhase	NumDays	465.00	60.00
tblConstructionPhase	NumDays	4,650.00	175.00
tblConstructionPhase	NumDays	330.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	1,162.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,159.00	900.00
tblTripsAndVMT	WorkerTripNumber	710.00	20.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,550.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5328	0.2039	3,582.8240
Energy	0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	20,774.3257	20,774.3257	0.8081	0.2396	20,865.5673
Mobile	59.6588	148.4689	577.9466	1.0590	4,136.6028	1.9974	4,138.6002	422.9742	1.8366	424.8107	0.0000	82,589.6726	82,589.6726	3.0596	0.0000	82,653.9245
Waste						0.0000	0.0000		0.0000	0.0000	1,166.3089	0.0000	1,166.3089	68.9269	0.0000	2,613.7735
Water						0.0000	0.0000		0.0000	0.0000	275.7559	1,618.4984	1,894.2543	28.3960	0.6839	2,702.5796
Total	258.3969	155.3950	795.2628	1.1673	4,136.6028	30.6130	4,167.2158	422.9742	30.4517	453.4259	4,129.0865	105,761.9133	109,890.9998	103.7233	1.1274	112,418.6688

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5328	0.2039	3,582.8240
Energy	0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	20,774.3257	20,774.3257	0.8081	0.2396	20,865.5673
Mobile	59.6588	148.4689	577.9466	1.0590	4,136.6028	1.9974	4,138.6002	422.9742	1.8366	424.8107	0.0000	82,589.6726	82,589.6726	3.0596	0.0000	82,653.9245
Waste						0.0000	0.0000		0.0000	0.0000	1,166.3089	0.0000	1,166.3089	68.9269	0.0000	2,613.7735
Water						0.0000	0.0000		0.0000	0.0000	275.7559	1,618.4984	1,894.2543	28.3908	0.6828	2,702.1397
Total	258.3969	155.3950	795.2628	1.1673	4,136.6028	30.6130	4,167.2158	422.9742	30.4517	453.4259	4,129.0865	105,761.9133	109,890.9998	103.7181	1.1263	112,418.2289

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/1/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1162.5

Acres of Paving: 0

Residential Indoor: 3,543,750; Residential Outdoor: 1,181,250; Non-Residential Indoor: 8,892,470; Non-Residential Outdoor: 2,964,157 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Paving	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	900.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7096	81.7096	0.0250	0.0000	82.2354
Total	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7096	81.7096	0.0250	0.0000	82.2354

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.6639	2.0000e-005	0.6639	0.0671	2.0000e-005	0.0672	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546
Total	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.6639	2.0000e-005	0.6639	0.0671	2.0000e-005	0.0672	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7095	81.7095	0.0250	0.0000	82.2353
Total	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7095	81.7095	0.0250	0.0000	82.2353

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.4087	2.0000e-005	0.4087	0.0416	2.0000e-005	0.0416	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546
Total	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.4087	2.0000e-005	0.4087	0.0416	2.0000e-005	0.0416	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7971	0.0000	0.7971	0.1659	0.0000	0.1659	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8218	171.8218	0.0527	0.0000	172.9273
Total	0.1830	2.0878	1.4042	1.8500e-003	0.7971	0.0995	0.8966	0.1659	0.0916	0.2574	0.0000	171.8218	171.8218	0.0527	0.0000	172.9273

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.4921	3.0000e-005	0.4921	0.0499	3.0000e-005	0.0499	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808
Total	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.4921	3.0000e-005	0.4921	0.0499	3.0000e-005	0.0499	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3587	0.0000	0.3587	0.0746	0.0000	0.0746	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8216	171.8216	0.0527	0.0000	172.9271
Total	0.1830	2.0878	1.4042	1.8500e-003	0.3587	0.0995	0.4582	0.0746	0.0916	0.1662	0.0000	171.8216	171.8216	0.0527	0.0000	172.9271

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.3031	3.0000e-005	0.3031	0.0310	3.0000e-005	0.0310	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808
Total	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.3031	3.0000e-005	0.3031	0.0310	3.0000e-005	0.0310	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4065	0.0000	0.4065	0.2234	0.0000	0.2234	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1502	1.4846	1.0789	1.2000e-003		0.0814	0.0814		0.0757	0.0757	0.0000	109.6072	109.6072	0.0303	0.0000	110.2442
Total	0.1502	1.4846	1.0789	1.2000e-003	0.4065	0.0814	0.4879	0.2234	0.0757	0.2991	0.0000	109.6072	109.6072	0.0303	0.0000	110.2442

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.3691	3.0000e-005	0.3691	0.0374	2.0000e-005	0.0374	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606
Total	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.3691	3.0000e-005	0.3691	0.0374	2.0000e-005	0.0374	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1829	0.0000	0.1829	0.1006	0.0000	0.1006	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1502	1.4846	1.0789	1.2000e-003		0.0814	0.0814		0.0757	0.0757	0.0000	109.6070	109.6070	0.0303	0.0000	110.2441
Total	0.1502	1.4846	1.0789	1.2000e-003	0.1829	0.0814	0.2644	0.1006	0.0757	0.1763	0.0000	109.6070	109.6070	0.0303	0.0000	110.2441

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.2273	3.0000e-005	0.2273	0.0232	2.0000e-005	0.0232	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606
Total	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.2273	3.0000e-005	0.2273	0.0232	2.0000e-005	0.0232	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6116	390.6116	0.1071	0.0000	392.8597
Total	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6116	390.6116	0.1071	0.0000	392.8597

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9680	6.6815	11.8979	0.0189	43.7462	0.1060	43.8522	4.4581	0.0974	4.5555	0.0000	1,684.7369	1,684.7369	0.0129	0.0000	1,685.0077	
Worker	4.0100e-003	5.2000e-003	0.0510	1.2000e-004	1.0765	7.0000e-005	1.0765	0.1091	7.0000e-005	0.1091	0.0000	8.9177	8.9177	4.4000e-004	0.0000	8.9268	
Total	0.9720	6.6867	11.9488	0.0190	44.8227	0.1060	44.9287	4.5672	0.0975	4.6646	0.0000	1,693.6546	1,693.6546	0.0133	0.0000	1,693.9345	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Off-Road	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6112	390.6112	0.1071	0.0000	392.8592	
Total	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6112	390.6112	0.1071	0.0000	392.8592	

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9680	6.6815	11.8979	0.0189	26.9753	0.1060	27.0812	2.7810	0.0974	2.8784	0.0000	1,684.7369	1,684.7369	0.0129	0.0000	1,685.0077
Worker	4.0100e-003	5.2000e-003	0.0510	1.2000e-004	0.6629	7.0000e-005	0.6630	0.0677	7.0000e-005	0.0678	0.0000	8.9177	8.9177	4.4000e-004	0.0000	8.9268
Total	0.9720	6.6867	11.9488	0.0190	27.6382	0.1060	27.7442	2.8487	0.0975	2.9462	0.0000	1,693.6546	1,693.6546	0.0133	0.0000	1,693.9345

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7984	98.7984	0.0281	0.0000	99.3883
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7984	98.7984	0.0281	0.0000	99.3883

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.6971	5.0000e-005	0.6972	0.0706	4.0000e-005	0.0707	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812
Total	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.6971	5.0000e-005	0.6972	0.0706	4.0000e-005	0.0707	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7982	98.7982	0.0281	0.0000	99.3882
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7982	98.7982	0.0281	0.0000	99.3882

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.4293	5.0000e-005	0.4294	0.0439	4.0000e-005	0.0439	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812
Total	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.4293	5.0000e-005	0.4294	0.0439	4.0000e-005	0.0439	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	52.1668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5962	16.5962	1.7500e-003	0.0000	16.6330
Total	52.1884	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5962	16.5962	1.7500e-003	0.0000	16.6330

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	1.0662	7.0000e-005	1.0663	0.1080	7.0000e-005	0.1081	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418	8.8418
Total	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	1.0662	7.0000e-005	1.0663	0.1080	7.0000e-005	0.1081	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418	8.8418

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	52.1668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5961	16.5961	1.7500e-003	0.0000	16.6329
Total	52.1884	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5961	16.5961	1.7500e-003	0.0000	16.6329

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	0.6566	7.0000e-005	0.6567	0.0671	7.0000e-005	0.0671	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418
Total	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	0.6566	7.0000e-005	0.6567	0.0671	7.0000e-005	0.0671	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	59.6588	148.4689	577.9466	1.0590	4,136.6028	1.9974	4,138.6002	422.9742	1.8366	424.8107	0.0000	82,589.6726	82,589.6726	3.0596	0.0000	82,653.9245
Unmitigated	59.6588	148.4689	577.9466	1.0590	4,136.6028	1.9974	4,138.6002	422.9742	1.8366	424.8107	0.0000	82,589.6726	82,589.6726	3.0596	0.0000	82,653.9245

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,171.60	8,878.40	7526.80	23,433,268	23,433,268
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,360.90	3,651.60	3095.70	9,637,876	9,637,876
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	17,517.37	20,385.26	10296.66	29,623,033	29,623,033
Strip Mall	44,170.20	41,897.90	20360.95	62,285,502	62,285,502
Total	104,144.96	78,726.38	43,284.58	182,321,256	182,321,256

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15,735.8176	15,735.8176	0.7115	0.1472	15,796.3956
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15,735.8176	15,735.8176	0.7115	0.1472	15,796.3956
NaturalGas Mitigated	0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	5,038.5082	5,038.5082	0.0966	0.0924	5,069.1717
NaturalGas Unmitigated	0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	5,038.5082	5,038.5082	0.0966	0.0924	5,069.1717

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.1175e+007	0.0603	0.5149	0.2191	3.2900e-003		0.0416	0.0416		0.0416	0.0416	0.0000	596.3415	596.3415	0.0114	0.0109	599.9708
General Light Industry	4.59609e+007	0.2478	2.2530	1.8925	0.0135		0.1712	0.1712		0.1712	0.1712	0.0000	2,452.6507	2,452.6507	0.0470	0.0450	2,467.5771
Government Office Building	2.31578e+006	0.0125	0.1135	0.0954	6.8000e-004		8.6300e-003	8.6300e-003		8.6300e-003	8.6300e-003	0.0000	123.5787	123.5787	2.3700e-003	2.2700e-003	124.3308
Office Park	5.33212e+006	0.0288	0.2614	0.2196	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5420	284.5420	5.4500e-003	5.2200e-003	286.2737
Regional Shopping Center	5.01371e+006	0.0270	0.2458	0.2065	1.4700e-003		0.0187	0.0187		0.0187	0.0187	0.0000	267.5504	267.5504	5.1300e-003	4.9100e-003	269.1787
Strip Mall	1.22485e+007	0.0661	0.6004	0.5044	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	653.6245	653.6245	0.0125	0.0120	657.6023
Apartments Mid Rise	1.23721e+007	0.0667	0.5701	0.2426	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.2204	660.2204	0.0127	0.0121	664.2384
Total		0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	5,038.5082	5,038.5082	0.0966	0.0924	5,069.1717

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.1175e+007	0.0603	0.5149	0.2191	3.2900e-003		0.0416	0.0416		0.0416	0.0416	0.0000	596.3415	596.3415	0.0114	0.0109	599.9708
General Light Industry	4.59609e+007	0.2478	2.2530	1.8925	0.0135		0.1712	0.1712		0.1712	0.1712	0.0000	2,452.6507	2,452.6507	0.0470	0.0450	2,467.5771
Government Office Building	2.31578e+006	0.0125	0.1135	0.0954	6.8000e-004		8.6300e-003	8.6300e-003		8.6300e-003	8.6300e-003	0.0000	123.5787	123.5787	2.3700e-003	2.2700e-003	124.3308
Office Park	5.33212e+006	0.0288	0.2614	0.2196	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5420	284.5420	5.4500e-003	5.2200e-003	286.2737
Regional Shopping Center	5.01371e+006	0.0270	0.2458	0.2065	1.4700e-003		0.0187	0.0187		0.0187	0.0187	0.0000	267.5504	267.5504	5.1300e-003	4.9100e-003	269.1787
Strip Mall	1.22485e+007	0.0661	0.6004	0.5044	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	653.6245	653.6245	0.0125	0.0120	657.6023
Apartments Mid Rise	1.23721e+007	0.0667	0.5701	0.2426	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.2204	660.2204	0.0127	0.0121	664.2384
Total		0.5091	4.5591	3.3799	0.0278		0.3518	0.3518		0.3518	0.3518	0.0000	5,038.5082	5,038.5082	0.0966	0.0924	5,069.1717

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	4.4868e+006	1,305.2626	0.0590	0.0122	1,310.2875
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.25833e+006	656.9744	0.0297	6.1500e-003	659.5035
General Light Industry	2.16328e+007	6,293.2332	0.2846	0.0589	6,317.4602
Government Office Building	1.49522e+006	434.9755	0.0197	4.0700e-003	436.6501
Office Park	5.41108e+006	1,574.1439	0.0712	0.0147	1,580.2039
Regional Shopping Center	5.46245e+006	1,589.0895	0.0719	0.0149	1,595.2070
Strip Mall	1.33447e+007	3,882.1384	0.1755	0.0363	3,897.0834
Total		15,735.8176	0.7115	0.1472	15,796.3956

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	4.4868e+006	1,305.2626	0.0590	0.0122	1,310.2875
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.25833e+006	656.9744	0.0297	6.1500e-003	659.5035
General Light Industry	2.16328e+007	6,293.2332	0.2846	0.0589	6,317.4602
Government Office Building	1.49522e+006	434.9755	0.0197	4.0700e-003	436.6501
Office Park	5.41108e+006	1,574.1439	0.0712	0.0147	1,580.2039
Regional Shopping Center	5.46245e+006	1,589.0895	0.0719	0.0149	1,595.2070
Strip Mall	1.33447e+007	3,882.1384	0.1755	0.0363	3,897.0834
Total		15,735.8176	0.7115	0.1472	15,796.3956

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5328	0.2039	3,582.8240
Unmitigated	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5328	0.2039	3,582.8240

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.2167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	29.9877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	162.6121	2.2137	200.7704	0.0798		28.1925	28.1925		28.1919	28.1919	2,687.0217	758.1129	3,445.1346	2.5112	0.2039	3,561.0683
Landscaping	0.4126	0.1534	13.1659	6.9000e-004		0.0714	0.0714		0.0714	0.0714	0.0000	21.3037	21.3037	0.0215	0.0000	21.7557
Total	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5327	0.2039	3,582.8240

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.2167					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	29.9877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	162.6121	2.2137	200.7704	0.0798		28.1925	28.1925		28.1919	28.1919	2,687.0217	758.1129	3,445.1346	2.5112	0.2039	3,561.0683
Landscaping	0.4126	0.1534	13.1659	6.9000e-004		0.0714	0.0714		0.0714	0.0714	0.0000	21.3037	21.3037	0.0215	0.0000	21.7557
Total	198.2290	2.3671	213.9362	0.0805		28.2639	28.2639		28.2634	28.2634	2,687.0217	779.4167	3,466.4383	2.5327	0.2039	3,582.8240

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,894.2543	28.3908	0.6828	2,702.1397
Unmitigated	1,894.2543	28.3960	0.6839	2,702.5796

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	80.791 / 50.9335	204.6661	2.6407	0.0638	279.9092
City Park	0 / 43.2627	44.0496	1.9900e-003	4.1000e-004	44.2192
Condo/Townhouse	33.2286 / 20.9484	84.1772	1.0861	0.0263	115.1240
General Light Industry	541.992 / 0	1,025.1109	17.6994	0.4250	1,528.5458
Government Office Building	26.5926 / 16.2987	66.8917	0.8692	0.0210	91.6564
Office Park	82.552 / 50.5964	207.6536	2.6982	0.0652	284.5312
Regional Shopping Center	30.2179 / 18.5206	76.0109	0.9877	0.0239	104.1517
Strip Mall	73.8222 / 45.2458	185.6943	2.4128	0.0583	254.4421
Total		1,894.2543	28.3959	0.6839	2,702.5796

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	80.791 / 50.9335	204.6661	2.6402	0.0637	279.8683
City Park	0 / 43.2627	44.0496	1.9900e-003	4.1000e-004	44.2192
Condo/Townhouse	33.2286 / 20.9484	84.1772	1.0859	0.0262	115.1071
General Light Industry	541.992 / 0	1,025.1109	17.6962	0.4243	1,528.2715
Government Office Building	26.5926 / 16.2987	66.8917	0.8690	0.0210	91.6430
Office Park	82.552 / 50.5964	207.6536	2.6977	0.0651	284.4894
Regional Shopping Center	30.2179 / 18.5206	76.0109	0.9875	0.0238	104.1364
Strip Mall	73.8222 / 45.2458	185.6943	2.4124	0.0582	254.4048
Total		1,894.2543	28.3908	0.6828	2,702.1397

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	1,166.308 9	68.9269	0.0000	2,613.773 5
Mitigated	1,166.308 9	68.9269	0.0000	2,613.773 5

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	570.4	115.7861	6.8428	0.0000	259.4840
City Park	3.12	0.6333	0.0374	0.0000	1.4193
Condo/Townhouse	234.6	47.6217	2.8144	0.0000	106.7233
General Light Industry	2906.25	589.9425	34.8646	0.0000	1,322.0991
Government Office Building	124.49	25.2703	1.4934	0.0000	56.6325
Office Park	431.96	87.6840	5.1820	0.0000	196.5054
Regional Shopping Center	428.35	86.9512	5.1387	0.0000	194.8632
Strip Mall	1046.45	212.4199	12.5537	0.0000	476.0467
Total		1,166.3089	68.9269	0.0000	2,613.7735

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	570.4	115.7861	6.8428	0.0000	259.4840
City Park	3.12	0.6333	0.0374	0.0000	1.4193
Condo/Townhouse	234.6	47.6217	2.8144	0.0000	106.7233
General Light Industry	2906.25	589.9425	34.8646	0.0000	1,322.0991
Government Office Building	124.49	25.2703	1.4934	0.0000	56.6325
Office Park	431.96	87.6840	5.1820	0.0000	196.5054
Regional Shopping Center	428.35	86.9512	5.1387	0.0000	194.8632
Strip Mall	1046.45	212.4199	12.5537	0.0000	476.0467
Total		1,166.3089	68.9269	0.0000	2,613.7735

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP (East Alt) Construction Yolo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,240.00	Dwelling Unit	32.63	1,240,000.00	3546
Condo/Townhouse	510.00	Dwelling Unit	31.88	510,000.00	1459
Regional Shopping Center	407.95	1000sqft	9.37	407,950.00	0
Strip Mall	996.62	1000sqft	22.88	996,620.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	330.00	85.00
tblConstructionPhase	NumDays	180.00	45.00
tblConstructionPhase	NumDays	465.00	60.00
tblConstructionPhase	NumDays	4,650.00	175.00
tblConstructionPhase	NumDays	330.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	1,162.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,159.00	900.00
tblTripsAndVMT	WorkerTripNumber	710.00	20.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,550.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Energy	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112
Mobile	421.9780	906.5898	3,659.9254	7.3976	27,014.4038	12.9883	27,027.3920	2,764.2237	11.9430	2,776.1667		633,718.3743	633,718.3743	21.9918		634,180.2016
Total	4,588.4003	987.2673	8,721.5711	9.5031	27,014.4038	703.3311	27,717.7349	2,764.2237	702.2722	3,466.4960	72,242.3015	684,794.5546	757,036.8561	90.3546	6.0390	760,806.3813

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Energy	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112
Mobile	421.9780	906.5898	3,659.9254	7.3976	27,014.4038	12.9883	27,027.3920	2,764.2237	11.9430	2,776.1667		633,718.3743	633,718.3743	21.9918		634,180.2016
Total	4,588.4003	987.2673	8,721.5711	9.5031	27,014.4038	703.3311	27,717.7349	2,764.2237	702.2722	3,466.4960	72,242.3015	684,794.5546	757,036.8561	90.3546	6.0390	760,806.3813

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/1/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1162.5

Acres of Paving: 0

Residential Indoor: 3,543,750; Residential Outdoor: 1,181,250; Non-Residential Indoor: 8,892,470; Non-Residential Outdoor: 2,964,157
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Paving	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	900.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0655	0.0641	0.7989	1.8700e-003	34.5948	1.0200e-003	34.5959	3.4928	9.4000e-004	3.4937		148.5110	148.5110	6.6000e-003		148.6496
Total	0.0655	0.0641	0.7989	1.8700e-003	34.5948	1.0200e-003	34.5959	3.4928	9.4000e-004	3.4937		148.5110	148.5110	6.6000e-003		148.6496

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0655	0.0641	0.7989	1.8700e-003	21.2828	1.0200e-003	21.2838	2.1616	9.4000e-004	2.1625		148.5110	148.5110	6.6000e-003		148.6496
Total	0.0655	0.0641	0.7989	1.8700e-003	21.2828	1.0200e-003	21.2838	2.1616	9.4000e-004	2.1625		148.5110	148.5110	6.6000e-003		148.6496

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					26.5693	0.0000	26.5693	5.5288	0.0000	5.5288			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	26.5693	3.3172	29.8865	5.5288	3.0518	8.5807		6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.9562	0.0000	11.9562	2.4880	0.0000	2.4880			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	11.9562	3.3172	15.2734	2.4880	3.0518	5.5398	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000				0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644		5,369.8315	5,369.8315	1.4862			5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	18.0663	3.6198	21.6860	9.9307	3.3644	13.2951		5,369.8315	5,369.8315	1.4862			5,401.0411

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644	0.0000	5,369.8314	5,369.8314	1.4862		5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	8.1298	3.6198	11.7496	4.4688	3.3644	7.8333	0.0000	5,369.8314	5,369.8314	1.4862		5,401.0411

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	9.9527	72.6677	105.6025	0.2157	585.9428	1.2048	587.1475	59.5516	1.1072	60.6588		21,291.9228	21,291.9228	0.1605			21,295.2940
Worker	0.0546	0.0534	0.6658	1.5600e-003	14.4226	8.5000e-004	14.4234	1.4585	7.8000e-004	1.4593		123.7592	123.7592	5.5000e-003			123.8747
Total	10.0072	72.7211	106.2682	0.2172	600.3653	1.2056	601.5709	61.0101	1.1080	62.1182		21,415.6820	21,415.6820	0.1660			21,419.1687

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486			4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486			4,949.1850

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	9.9527	72.6677	105.6025	0.2157	360.9944	1.2048	362.1991	37.0568	1.1072	38.1640		21,291.9228	21,291.9228	0.1605			21,295.2940
Worker	0.0546	0.0534	0.6658	1.5600e-003	8.8759	8.5000e-004	8.8768	0.9039	7.8000e-004	0.9047		123.7592	123.7592	5.5000e-003			123.8747
Total	10.0072	72.7211	106.2682	0.2172	369.8703	1.2056	371.0759	37.9606	1.1080	39.0686		21,415.6820	21,415.6820	0.1660			21,419.1687

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	802.5660					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	802.8983	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	802.5660					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297			282.0721
Total	802.8983	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297			282.0721

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	421.9780	906.5898	3,659.9254	7.3976	27,014.4038	12.9883	27,027.3920	2,764.2237	11.9430	2,776.1667		633,718.3743	633,718.3743	21.9918		634,180.2016
Unmitigated	421.9780	906.5898	3,659.9254	7.3976	27,014.4038	12.9883	27,027.3920	2,764.2237	11.9430	2,776.1667		633,718.3743	633,718.3743	21.9918		634,180.2016

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,171.60	8,878.40	7526.80	23,433,268	23,433,268
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,360.90	3,651.60	3095.70	9,637,876	9,637,876
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	17,517.37	20,385.26	10296.66	29,623,033	29,623,033
Strip Mall	44,170.20	41,897.90	20360.95	62,285,502	62,285,502
Total	104,144.96	78,726.38	43,284.58	182,321,256	182,321,256

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.90 16	30,432.90 16	0.5833	0.5579	30,618.11 12
NaturalGas Unmitigated	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.90 16	30,432.90 16	0.5833	0.5579	30,618.11 12

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	30616.5	0.3302	2.8215	1.2007	0.0180		0.2281	0.2281		0.2281	0.2281		3,601.9397	3,601.9397	0.0690	0.0660	3,623.8605	
General Light Industry	125920	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185	
Government Office Building	6344.6	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658	
Office Park	14608.5	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107	
Regional Shopping Center	13736.2	0.1481	1.3467	1.1312	8.0800e-003		0.1024	0.1024		0.1024	0.1024		1,616.0211	1,616.0211	0.0310	0.0296	1,625.8560	
Strip Mall	33557.4	0.3619	3.2899	2.7636	0.0197		0.2500	0.2500		0.2500	0.2500		3,947.9323	3,947.9323	0.0757	0.0724	3,971.9587	
Apartments Mid Rise	33896.1	0.3656	3.1238	1.3293	0.0199		0.2526	0.2526		0.2526	0.2526		3,987.7721	3,987.7721	0.0764	0.0731	4,012.0410	
Total		2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112	

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	30.6165	0.3302	2.8215	1.2007	0.0180		0.2281	0.2281		0.2281	0.2281		3,601.9397	3,601.9397	0.0690	0.0660	3,623.8605
General Light Industry	125.92	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6.3446	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14.6085	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	13.7362	0.1481	1.3467	1.1312	8.0800e-003		0.1024	0.1024		0.1024	0.1024		1,616.0211	1,616.0211	0.0310	0.0296	1,625.8560
Strip Mall	33.5574	0.3619	3.2899	2.7636	0.0197		0.2500	0.2500		0.2500	0.2500		3,947.9323	3,947.9323	0.0757	0.0724	3,971.9587
Apartments Mid Rise	33.8961	0.3656	3.1238	1.3293	0.0199		0.2526	0.2526		0.2526	0.2526		3,987.7721	3,987.7721	0.0764	0.0731	4,012.0410
Total		2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Unmitigated	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	28.5845					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	164.3159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,966.1477	53.9921	4,896.8380	1.9457		687.6219	687.6219		687.6083	687.6083	72,242.3015	20,382.3529	92,624.6544	67.5159	5.4810	95,741.6073
Landscaping	4.5846	1.7042	146.2875	7.6600e-003		0.7935	0.7935		0.7935	0.7935		260.9258	260.9258	0.2636		266.4613
Total	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	28.5845					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	164.3159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,966.1477	53.9921	4,896.8380	1.9457		687.6219	687.6219		687.6083	687.6083	72,242.3015	20,382.3529	92,624.6544	67.5159	5.4810	95,741.6073
Landscaping	4.5846	1.7042	146.2875	7.6600e-003		0.7935	0.7935		0.7935	0.7935		260.9258	260.9258	0.2636		266.4613
Total	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP (East Alt) Construction Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,240.00	Dwelling Unit	32.63	1,240,000.00	3546
Condo/Townhouse	510.00	Dwelling Unit	31.88	510,000.00	1459
Regional Shopping Center	407.95	1000sqft	9.37	407,950.00	0
Strip Mall	996.62	1000sqft	22.88	996,620.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	330.00	85.00
tblConstructionPhase	NumDays	180.00	45.00
tblConstructionPhase	NumDays	465.00	60.00
tblConstructionPhase	NumDays	4,650.00	175.00
tblConstructionPhase	NumDays	330.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	1,162.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,159.00	900.00
tblTripsAndVMT	WorkerTripNumber	710.00	20.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,550.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Energy	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112
Mobile	418.9191	1,010.9865	4,431.9237	6.7909	27,014.4038	13.1155	27,027.5192	2,764.2237	12.0600	2,776.2837		583,405.5497	583,405.5497	22.0298		583,868.1750
Total	4,585.3414	1,091.6641	9,493.5693	8.8964	27,014.4038	703.4583	27,717.8621	2,764.2237	702.3893	3,466.6130	72,242.3015	634,481.7301	706,724.0315	90.3926	6.0390	710,494.3546

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Energy	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112
Mobile	418.9191	1,010.9865	4,431.9237	6.7909	27,014.4038	13.1155	27,027.5192	2,764.2237	12.0600	2,776.2837		583,405.5497	583,405.5497	22.0298		583,868.1750
Total	4,585.3414	1,091.6641	9,493.5693	8.8964	27,014.4038	703.4583	27,717.8621	2,764.2237	702.3893	3,466.6130	72,242.3015	634,481.7301	706,724.0315	90.3926	6.0390	710,494.3546

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/1/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1162.5

Acres of Paving: 0

Residential Indoor: 3,543,750; Residential Outdoor: 1,181,250; Non-Residential Indoor: 8,892,470; Non-Residential Outdoor: 2,964,157
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Paving	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	900.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0574	0.0803	0.7282	1.6500e-003	34.5948	1.0200e-003	34.5959	3.4928	9.4000e-004	3.4937		131.0834	131.0834	6.6000e-003			131.2220
Total	0.0574	0.0803	0.7282	1.6500e-003	34.5948	1.0200e-003	34.5959	3.4928	9.4000e-004	3.4937		131.0834	131.0834	6.6000e-003			131.2220

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0574	0.0803	0.7282	1.6500e-003	21.2828	1.0200e-003	21.2838	2.1616	9.4000e-004	2.1625		131.0834	131.0834	6.6000e-003			131.2220
Total	0.0574	0.0803	0.7282	1.6500e-003	21.2828	1.0200e-003	21.2838	2.1616	9.4000e-004	2.1625		131.0834	131.0834	6.6000e-003			131.2220

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					26.5693	0.0000	26.5693	5.5288	0.0000	5.5288			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	26.5693	3.3172	29.8865	5.5288	3.0518	8.5807		6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					11.9562	0.0000	11.9562	2.4880	0.0000	2.4880			0.0000			0.0000	
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344			6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	11.9562	3.3172	15.2734	2.4880	3.0518	5.5398	0.0000	6,313.3690	6,313.3690	1.9344			6,353.9915

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644		5,369.8315	5,369.8315	1.4862		5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	18.0663	3.6198	21.6860	9.9307	3.3644	13.2951		5,369.8315	5,369.8315	1.4862		5,401.0411

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000				0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	8.1298	3.6198	11.7496	4.4688	3.3644	7.8333	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	13.2370	77.6147	185.1532	0.2154	585.9428	1.2194	587.1621	59.5516	1.1207	60.6723		21,130.3265	21,130.3265	0.1650		21,133.7909
Worker	0.0478	0.0669	0.6068	1.3700e-003	14.4226	8.5000e-004	14.4234	1.4585	7.8000e-004	1.4593		109.2362	109.2362	5.5000e-003		109.3517
Total	13.2848	77.6816	185.7600	0.2167	600.3653	1.2202	601.5856	61.0101	1.1215	62.1316		21,239.5627	21,239.5627	0.1705		21,243.1426

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	13.2370	77.6147	185.1532	0.2154	360.9944	1.2194	362.2137	37.0568	1.1207	38.1774		21,130.3265	21,130.3265	0.1650			21,133.7909
Worker	0.0478	0.0669	0.6068	1.3700e-003	8.8759	8.5000e-004	8.8768	0.9039	7.8000e-004	0.9047		109.2362	109.2362	5.5000e-003			109.3517
Total	13.2848	77.6816	185.7600	0.2167	369.8703	1.2202	371.0905	37.9606	1.1215	39.0821		21,239.5627	21,239.5627	0.1705			21,243.1426

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Paving - 2017**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286		2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286		2,577.8080

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	802.5660					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721
Total	802.8983	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	802.5660					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297			282.0721
Total	802.8983	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297			282.0721

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	418.9191	1,010.9865	4,431.9237	6.7909	27,014.4038	13.1155	27,027.5192	2,764.2237	12.0600	2,776.2837		583,405.5497	583,405.5497	22.0298		583,868.1750
Unmitigated	418.9191	1,010.9865	4,431.9237	6.7909	27,014.4038	13.1155	27,027.5192	2,764.2237	12.0600	2,776.2837		583,405.5497	583,405.5497	22.0298		583,868.1750

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,171.60	8,878.40	7526.80	23,433,268	23,433,268
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,360.90	3,651.60	3095.70	9,637,876	9,637,876
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	17,517.37	20,385.26	10296.66	29,623,033	29,623,033
Strip Mall	44,170.20	41,897.90	20360.95	62,285,502	62,285,502
Total	104,144.96	78,726.38	43,284.58	182,321,256	182,321,256

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.90 16	30,432.90 16	0.5833	0.5579	30,618.11 12
NaturalGas Unmitigated	2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.90 16	30,432.90 16	0.5833	0.5579	30,618.11 12

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	33896.1	0.3656	3.1238	1.3293	0.0199		0.2526	0.2526		0.2526	0.2526		3,987.7721	3,987.7721	0.0764	0.0731	4,012.0410
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	30616.5	0.3302	2.8215	1.2007	0.0180		0.2281	0.2281		0.2281	0.2281		3,601.9397	3,601.9397	0.0690	0.0660	3,623.8605
General Light Industry	125920	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6344.6	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14608.5	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	13736.2	0.1481	1.3467	1.1312	8.0800e-003		0.1024	0.1024		0.1024	0.1024		1,616.0211	1,616.0211	0.0310	0.0296	1,625.8560
Strip Mall	33557.4	0.3619	3.2899	2.7636	0.0197		0.2500	0.2500		0.2500	0.2500		3,947.9323	3,947.9323	0.0757	0.0724	3,971.9587
Total		2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	30.6165	0.3302	2.8215	1.2007	0.0180		0.2281	0.2281		0.2281	0.2281		3,601.9397	3,601.9397	0.0690	0.0660	3,623.8605
General Light Industry	125.92	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6.3446	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14.6085	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	13.7362	0.1481	1.3467	1.1312	8.0800e-003		0.1024	0.1024		0.1024	0.1024		1,616.0211	1,616.0211	0.0310	0.0296	1,625.8560
Strip Mall	33.5574	0.3619	3.2899	2.7636	0.0197		0.2500	0.2500		0.2500	0.2500		3,947.9323	3,947.9323	0.0757	0.0724	3,971.9587
Apartments Mid Rise	33.8961	0.3656	3.1238	1.3293	0.0199		0.2526	0.2526		0.2526	0.2526		3,987.7721	3,987.7721	0.0764	0.0731	4,012.0410
Total		2.7897	24.9813	18.5201	0.1522		1.9274	1.9274		1.9274	1.9274		30,432.9016	30,432.9016	0.5833	0.5579	30,618.1112

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685
Unmitigated	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	28.5845					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	164.3159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,966.1477	53.9921	4,896.8380	1.9457		687.6219	687.6219		687.6083	687.6083	72,242.3015	20,382.3529	92,624.6544	67.5159	5.4810	95,741.6073
Landscaping	4.5846	1.7042	146.2875	7.6600e-003		0.7935	0.7935		0.7935	0.7935		260.9258	260.9258	0.2636		266.4613
Total	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	28.5845					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	164.3159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,966.1477	53.9921	4,896.8380	1.9457		687.6219	687.6219		687.6083	687.6083	72,242.3015	20,382.3529	92,624.6544	67.5159	5.4810	95,741.6073
Landscaping	4.5846	1.7042	146.2875	7.6600e-003		0.7935	0.7935		0.7935	0.7935		260.9258	260.9258	0.2636		266.4613
Total	4,163.6327	55.6963	5,043.1255	1.9533		688.4154	688.4154		688.4018	688.4018	72,242.3015	20,643.2787	92,885.5802	67.7795	5.4810	96,008.0685

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP (South Alt) Construction Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,203.00	Dwelling Unit	31.66	1,203,000.00	3441
Condo/Townhouse	550.00	Dwelling Unit	34.38	550,000.00	1573
Regional Shopping Center	234.00	1000sqft	5.37	234,000.00	0
Strip Mall	995.23	1000sqft	22.85	995,230.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Construction Off-road Equipment Mitigation -

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	85.00
tblConstructionPhase	NumDays	120.00	45.00
tblConstructionPhase	NumDays	310.00	60.00
tblConstructionPhase	NumDays	3,100.00	175.00
tblConstructionPhase	NumDays	220.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	775.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,130.00	871.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,496.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00
tblTripsAndVMT	WorkerTripNumber	699.00	20.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625
Energy	0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	20,015.9796	20,015.9796	0.7761	0.2317	20,104.1052
Mobile	55.1017	137.8569	535.3115	0.9850	3,849.3331	1.8570	3,851.1901	393.6004	1.7076	395.3079	0.0000	76,818.9502	76,818.9502	2.8428	0.0000	76,878.6485
Waste						0.0000	0.0000		0.0000	0.0000	1,129.2164	0.0000	1,129.2164	66.7348	0.0000	2,530.6467
Water						0.0000	0.0000		0.0000	0.0000	271.6975	1,590.3820	1,862.0794	27.9779	0.6738	2,658.4916
Total	253.3171	144.7048	752.9139	1.0929	3,849.3331	30.5150	3,879.8481	393.6004	30.3650	423.9654	4,092.5418	99,206.0613	103,298.6031	100.8686	1.1097	105,760.8545

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625
Energy	0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	20,015.9796	20,015.9796	0.7761	0.2317	20,104.1052
Mobile	55.1017	137.8569	535.3115	0.9850	3,849.3331	1.8570	3,851.1901	393.6004	1.7076	395.3079	0.0000	76,818.9502	76,818.9502	2.8428	0.0000	76,878.6485
Waste						0.0000	0.0000		0.0000	0.0000	1,129.2164	0.0000	1,129.2164	66.7348	0.0000	2,530.6467
Water						0.0000	0.0000		0.0000	0.0000	271.6975	1,590.3820	1,862.0794	27.9728	0.6727	2,658.0581
Total	253.3171	144.7048	752.9139	1.0929	3,849.3331	30.5150	3,879.8481	393.6004	30.3650	423.9654	4,092.5418	99,206.0613	103,298.6031	100.8635	1.1087	105,760.4210

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.10	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/2/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Asphalt Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 0

Residential Indoor: 3,549,825; Residential Outdoor: 1,183,275; Non-Residential Indoor: 8,629,460; Non-Residential Outdoor: 2,876,487 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Asphalt Paving	Air Compressors	1	6.00	78	0.48
Building Construction	Generator Sets	1	8.00	84	0.74
Asphalt Paving	Pavers	2	8.00	125	0.42
Asphalt Paving	Paving Equipment	2	8.00	130	0.36
Asphalt Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	871.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7096	81.7096	0.0250	0.0000	82.2354
Total	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7096	81.7096	0.0250	0.0000	82.2354

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.3322	2.0000e-005	0.3322	0.0337	2.0000e-005	0.0337	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546
Total	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.3322	2.0000e-005	0.3322	0.0337	2.0000e-005	0.0337	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7095	81.7095	0.0250	0.0000	82.2353
Total	0.1089	1.1645	0.8864	8.8000e-004		0.0620	0.0620		0.0570	0.0570	0.0000	81.7095	81.7095	0.0250	0.0000	82.2353

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.2046	2.0000e-005	0.2046	0.0209	2.0000e-005	0.0209	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546
Total	1.2400e-003	1.6100e-003	0.0157	4.0000e-005	0.2046	2.0000e-005	0.2046	0.0209	2.0000e-005	0.0209	0.0000	2.7517	2.7517	1.3000e-004	0.0000	2.7546

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5916	0.0000	0.5916	0.1437	0.0000	0.1437	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8218	171.8218	0.0527	0.0000	172.9273
Total	0.1830	2.0878	1.4042	1.8500e-003	0.5916	0.0995	0.6911	0.1437	0.0916	0.2352	0.0000	171.8218	171.8218	0.0527	0.0000	172.9273

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.4921	3.0000e-005	0.4921	0.0499	3.0000e-005	0.0499	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808
Total	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.4921	3.0000e-005	0.4921	0.0499	3.0000e-005	0.0499	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2662	0.0000	0.2662	0.0647	0.0000	0.0647	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1830	2.0878	1.4042	1.8500e-003		0.0995	0.0995		0.0916	0.0916	0.0000	171.8216	171.8216	0.0527	0.0000	172.9271
Total	0.1830	2.0878	1.4042	1.8500e-003	0.2662	0.0995	0.3657	0.0647	0.0916	0.1562	0.0000	171.8216	171.8216	0.0527	0.0000	172.9271

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.3031	3.0000e-005	0.3031	0.0310	3.0000e-005	0.0310	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808
Total	1.8300e-003	2.3800e-003	0.0233	6.0000e-005	0.3031	3.0000e-005	0.3031	0.0310	3.0000e-005	0.0310	0.0000	4.0767	4.0767	2.0000e-004	0.0000	4.0808

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4065	0.0000	0.4065	0.2234	0.0000	0.2234	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1502	1.4846	1.0789	1.2000e-003		0.0814	0.0814		0.0757	0.0757	0.0000	109.6072	109.6072	0.0303	0.0000	110.2442
Total	0.1502	1.4846	1.0789	1.2000e-003	0.4065	0.0814	0.4879	0.2234	0.0757	0.2991	0.0000	109.6072	109.6072	0.0303	0.0000	110.2442

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.3691	3.0000e-005	0.3691	0.0374	2.0000e-005	0.0374	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606
Total	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.3691	3.0000e-005	0.3691	0.0374	2.0000e-005	0.0374	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1829	0.0000	0.1829	0.1006	0.0000	0.1006	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1502	1.4846	1.0789	1.2000e-003		0.0814	0.0814		0.0757	0.0757	0.0000	109.6070	109.6070	0.0303	0.0000	110.2441
Total	0.1502	1.4846	1.0789	1.2000e-003	0.1829	0.0814	0.2644	0.1006	0.0757	0.1763	0.0000	109.6070	109.6070	0.0303	0.0000	110.2441

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.2273	3.0000e-005	0.2273	0.0232	2.0000e-005	0.0232	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606
Total	1.3800e-003	1.7800e-003	0.0175	4.0000e-005	0.2273	3.0000e-005	0.2273	0.0232	2.0000e-005	0.0232	0.0000	3.0575	3.0575	1.5000e-004	0.0000	3.0606

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6116	390.6116	0.1071	0.0000	392.8597
Total	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6116	390.6116	0.1071	0.0000	392.8597

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9368	6.4662	11.5145	0.0183	42.3366	0.1025	42.4392	4.3145	0.0942	4.4087	0.0000	1,630.4510	1,630.4510	0.0125	0.0000	1,630.7130
Worker	4.0100e-003	5.2000e-003	0.0510	1.2000e-004	1.0765	7.0000e-005	1.0765	0.1091	7.0000e-005	0.1091	0.0000	8.9177	8.9177	4.4000e-004	0.0000	8.9268
Total	0.9408	6.4714	11.5655	0.0184	43.4131	0.1026	43.5157	4.4235	0.0943	4.5178	0.0000	1,639.3687	1,639.3687	0.0129	0.0000	1,639.6398

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6112	390.6112	0.1071	0.0000	392.8592
Total	0.4384	4.0864	2.8749	4.3000e-003		0.2555	0.2555		0.2380	0.2380	0.0000	390.6112	390.6112	0.1071	0.0000	392.8592

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9368	6.4662	11.5145	0.0183	26.1061	0.1025	26.2086	2.6914	0.0942	2.7857	0.0000	1,630.4510	1,630.4510	0.0125	0.0000	1,630.7130
Worker	4.0100e-003	5.2000e-003	0.0510	1.2000e-004	0.6629	7.0000e-005	0.6630	0.0677	7.0000e-005	0.0678	0.0000	8.9177	8.9177	4.4000e-004	0.0000	8.9268
Total	0.9408	6.4714	11.5655	0.0184	26.7690	0.1026	26.8716	2.7591	0.0943	2.8534	0.0000	1,639.3687	1,639.3687	0.0129	0.0000	1,639.6398

3.6 Asphalt Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7984	98.7984	0.0281	0.0000	99.3883
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7984	98.7984	0.0281	0.0000	99.3883

3.6 Asphalt Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.6971	5.0000e-005	0.6972	0.0706	4.0000e-005	0.0707	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812
Total	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.6971	5.0000e-005	0.6972	0.0706	4.0000e-005	0.0707	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7982	98.7982	0.0281	0.0000	99.3882
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0952	0.9555	0.7053	1.0700e-003		0.0558	0.0558		0.0519	0.0519	0.0000	98.7982	98.7982	0.0281	0.0000	99.3882

3.6 Asphalt Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.4293	5.0000e-005	0.4294	0.0439	4.0000e-005	0.0439	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812
Total	2.6000e-003	3.3700e-003	0.0330	8.0000e-005	0.4293	5.0000e-005	0.4294	0.0439	4.0000e-005	0.0439	0.0000	5.7753	5.7753	2.8000e-004	0.0000	5.7812

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	50.9665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5962	16.5962	1.7500e-003	0.0000	16.6330
Total	50.9881	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5962	16.5962	1.7500e-003	0.0000	16.6330

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	1.0662	7.0000e-005	1.0663	0.1080	7.0000e-005	0.1081	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418	
Total	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	1.0662	7.0000e-005	1.0663	0.1080	7.0000e-005	0.1081	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	50.9665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0216	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5961	16.5961	1.7500e-003	0.0000	16.6329
Total	50.9881	0.1420	0.1214	1.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	16.5961	16.5961	1.7500e-003	0.0000	16.6329

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	0.6566	7.0000e-005	0.6567	0.0671	7.0000e-005	0.0671	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418
Total	3.9700e-003	5.1500e-003	0.0505	1.2000e-004	0.6566	7.0000e-005	0.6567	0.0671	7.0000e-005	0.0671	0.0000	8.8328	8.8328	4.3000e-004	0.0000	8.8418

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	55.1017	137.8569	535.3115	0.9850	3,849.3331	1.8570	3,851.1901	393.6004	1.7076	395.3079	0.0000	76,818.9502	76,818.9502	2.8428	0.0000	76,878.6485
Unmitigated	55.1017	137.8569	535.3115	0.9850	3,849.3331	1.8570	3,851.1901	393.6004	1.7076	395.3079	0.0000	76,818.9502	76,818.9502	2.8428	0.0000	76,878.6485

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	7,927.77	8,613.48	7302.21	22,734,049	22,734,049
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,624.50	3,938.00	3338.50	10,393,788	10,393,788
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	10,047.96	11,692.98	5906.16	16,991,763	16,991,763
Strip Mall	44,108.59	41,839.47	20332.55	62,198,631	62,198,631
Total	96,633.71	69,997.14	38,883.90	169,659,809	169,659,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15,065.3949	15,065.3949	0.6812	0.1409	15,123.3920
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15,065.3949	15,065.3949	0.6812	0.1409	15,123.3920
NaturalGas Mitigated	0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	4,950.5847	4,950.5847	0.0949	0.0908	4,980.7132
NaturalGas Unmitigated	0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	4,950.5847	4,950.5847	0.0949	0.0908	4,980.7132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.20515e+007	0.0650	0.5553	0.2363	3.5400e-003		0.0449	0.0449		0.0449	0.0449	0.0000	643.1134	643.1134	0.0123	0.0118	647.0273
General Light Industry	4.59609e+007	0.2478	2.2530	1.8925	0.0135		0.1712	0.1712		0.1712	0.1712	0.0000	2,452.6507	2,452.6507	0.0470	0.0450	2,467.5771
Government Office Building	2.31578e+006	0.0125	0.1135	0.0954	6.8000e-004		8.6300e-003	8.6300e-003		8.6300e-003	8.6300e-003	0.0000	123.5787	123.5787	2.3700e-003	2.2700e-003	124.3308
Office Park	5.33212e+006	0.0288	0.2614	0.2196	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5420	284.5420	5.4500e-003	5.2200e-003	286.2737
Regional Shopping Center	2.87586e+006	0.0155	0.1410	0.1184	8.5000e-004		0.0107	0.0107		0.0107	0.0107	0.0000	153.4668	153.4668	2.9400e-003	2.8100e-003	154.4008
Strip Mall	1.22314e+007	0.0660	0.5996	0.5036	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.7128	652.7128	0.0125	0.0120	656.6851
Apartments Mid Rise	1.20029e+007	0.0647	0.5531	0.2354	3.5300e-003		0.0447	0.0447		0.0447	0.0447	0.0000	640.5203	640.5203	0.0123	0.0117	644.4184
Total		0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	4,950.5847	4,950.5847	0.0949	0.0908	4,980.7132

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.20515e+007	0.0650	0.5553	0.2363	3.5400e-003		0.0449	0.0449		0.0449	0.0449	0.0000	643.1134	643.1134	0.0123	0.0118	647.0273
General Light Industry	4.59609e+007	0.2478	2.2530	1.8925	0.0135		0.1712	0.1712		0.1712	0.1712	0.0000	2,452.6507	2,452.6507	0.0470	0.0450	2,467.5771
Government Office Building	2.31578e+006	0.0125	0.1135	0.0954	6.8000e-004		8.6300e-003	8.6300e-003		8.6300e-003	8.6300e-003	0.0000	123.5787	123.5787	2.3700e-003	2.2700e-003	124.3308
Office Park	5.33212e+006	0.0288	0.2614	0.2196	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5420	284.5420	5.4500e-003	5.2200e-003	286.2737
Regional Shopping Center	2.87586e+006	0.0155	0.1410	0.1184	8.5000e-004		0.0107	0.0107		0.0107	0.0107	0.0000	153.4668	153.4668	2.9400e-003	2.8100e-003	154.4008
Strip Mall	1.22314e+007	0.0660	0.5996	0.5036	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.7128	652.7128	0.0125	0.0120	656.6851
Apartments Mid Rise	1.20029e+007	0.0647	0.5531	0.2354	3.5300e-003		0.0447	0.0447		0.0447	0.0447	0.0000	640.5203	640.5203	0.0123	0.0117	644.4184
Total		0.5002	4.4768	3.3011	0.0273		0.3456	0.3456		0.3456	0.3456	0.0000	4,950.5847	4,950.5847	0.0949	0.0908	4,980.7132

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	4.35292e+006	1,266.3153	0.0573	0.0119	1,271.1902
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.43546e+006	708.5018	0.0320	6.6300e-003	711.2293
General Light Industry	2.16328e+007	6,293.2332	0.2846	0.0589	6,317.4602
Government Office Building	1.49522e+006	434.9755	0.0197	4.0700e-003	436.6501
Office Park	5.41108e+006	1,574.1439	0.0712	0.0147	1,580.2039
Regional Shopping Center	3.13326e+006	911.5013	0.0412	8.5300e-003	915.0103
Strip Mall	1.33261e+007	3,876.7239	0.1753	0.0363	3,891.6481
Total		15,065.3949	0.6812	0.1410	15,123.3920

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	4.35292e+006	1,266.3153	0.0573	0.0119	1,271.1902
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	2.43546e+006	708.5018	0.0320	6.6300e-003	711.2293
General Light Industry	2.16328e+007	6,293.2332	0.2846	0.0589	6,317.4602
Government Office Building	1.49522e+006	434.9755	0.0197	4.0700e-003	436.6501
Office Park	5.41108e+006	1,574.1439	0.0712	0.0147	1,580.2039
Regional Shopping Center	3.13326e+006	911.5013	0.0412	8.5300e-003	915.0103
Strip Mall	1.33261e+007	3,876.7239	0.1753	0.0363	3,891.6481
Total		15,065.3949	0.6812	0.1410	15,123.3920

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625
Unmitigated	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.0967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	29.3146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	162.8908	2.2175	201.1145	0.0799		28.2408	28.2408		28.2403	28.2403	2,691.6280	759.4126	3,451.0405	2.5155	0.2042	3,567.1730
Landscaping	0.4132	0.1536	13.1867	6.9000e-004		0.0715	0.0715		0.0715	0.0715	0.0000	21.3370	21.3370	0.0216	0.0000	21.7895
Total	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.0967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	29.3146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	162.8908	2.2175	201.1145	0.0799		28.2408	28.2408		28.2403	28.2403	2,691.6280	759.4126	3,451.0405	2.5155	0.2042	3,567.1730
Landscaping	0.4132	0.1536	13.1867	6.9000e-004		0.0715	0.0715		0.0715	0.0715	0.0000	21.3370	21.3370	0.0216	0.0000	21.7895
Total	197.7152	2.3711	214.3013	0.0806		28.3124	28.3124		28.3118	28.3118	2,691.6280	780.7495	3,472.3775	2.5371	0.2042	3,588.9625

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,862.0794	27.9728	0.6727	2,658.0581
Unmitigated	1,862.0794	27.9779	0.6738	2,658.4916

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	78.3803 / 49.4137	198.5591	2.5619	0.0619	271.5571
City Park	0 / 43.2627	44.0496	1.9900e-003	4.1000e-004	44.2192
Condo/Townhouse	35.8347 / 22.5915	90.7793	1.1713	0.0283	124.1533
General Light Industry	541.992 / 0	1,025.1109	17.6994	0.4250	1,528.5458
Government Office Building	26.5926 / 16.2987	66.8917	0.8692	0.0210	91.6564
Office Park	82.552 / 50.5964	207.6536	2.6982	0.0652	284.5312
Regional Shopping Center	17.333 / 10.6234	43.5998	0.5665	0.0137	59.7414
Strip Mall	73.7192 / 45.1827	185.4353	2.4095	0.0582	254.0872
Total		1,862.0794	27.9779	0.6738	2,658.4916

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	78.3803 / 49.4137	198.5591	2.5614	0.0618	271.5174
City Park	0 / 43.2627	44.0496	1.9900e-003	4.1000e-004	44.2192
Condo/Townhouse	35.8347 / 22.5915	90.7793	1.1711	0.0283	124.1352
General Light Industry	541.992 / 0	1,025.1109	17.6962	0.4243	1,528.2715
Government Office Building	26.5926 / 16.2987	66.8917	0.8690	0.0210	91.6430
Office Park	82.552 / 50.5964	207.6536	2.6977	0.0651	284.4894
Regional Shopping Center	17.333 / 10.6234	43.5998	0.5664	0.0137	59.7326
Strip Mall	73.7192 / 45.1827	185.4353	2.4090	0.0582	254.0499
Total		1,862.0794	27.9727	0.6727	2,658.0581

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	1,129.216 4	66.7348	0.0000	2,530.646 7
Mitigated	1,129.216 4	66.7348	0.0000	2,530.646 7

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	553.38	112.3311	6.6386	0.0000	251.7413
City Park	3.12	0.6333	0.0374	0.0000	1.4193
Condo/Townhouse	253	51.3567	3.0351	0.0000	115.0937
General Light Industry	2906.25	589.9425	34.8646	0.0000	1,322.0991
Government Office Building	124.49	25.2703	1.4934	0.0000	56.6325
Office Park	431.96	87.6840	5.1820	0.0000	196.5054
Regional Shopping Center	245.7	49.8749	2.9475	0.0000	111.7728
Strip Mall	1044.99	212.1235	12.5361	0.0000	475.3825
Total		1,129.2164	66.7348	0.0000	2,530.6467

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	553.38	112.3311	6.6386	0.0000	251.7413
City Park	3.12	0.6333	0.0374	0.0000	1.4193
Condo/Townhouse	253	51.3567	3.0351	0.0000	115.0937
General Light Industry	2906.25	589.9425	34.8646	0.0000	1,322.0991
Government Office Building	124.49	25.2703	1.4934	0.0000	56.6325
Office Park	431.96	87.6840	5.1820	0.0000	196.5054
Regional Shopping Center	245.7	49.8749	2.9475	0.0000	111.7728
Strip Mall	1044.99	212.1235	12.5361	0.0000	475.3825
Total		1,129.2164	66.7348	0.0000	2,530.6467

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP (South Alt) Construction Yolo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,203.00	Dwelling Unit	31.66	1,203,000.00	3441
Condo/Townhouse	550.00	Dwelling Unit	34.38	550,000.00	1573
Regional Shopping Center	234.00	1000sqft	5.37	234,000.00	0
Strip Mall	995.23	1000sqft	22.85	995,230.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Construction Off-road Equipment Mitigation -

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	85.00
tblConstructionPhase	NumDays	120.00	45.00
tblConstructionPhase	NumDays	310.00	60.00
tblConstructionPhase	NumDays	3,100.00	175.00
tblConstructionPhase	NumDays	220.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	775.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,130.00	871.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,496.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00
tblTripsAndVMT	WorkerTripNumber	699.00	20.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Energy	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
Mobile	388.9606	840.5733	3,388.7224	6.8726	25,109.4020	12.0614	25,121.4634	2,569.2962	11.0908	2,580.3869		588,748.1065	588,748.1065	20.4070		589,176.6533
Total	4,557.7937	920.8954	8,458.5627	8.9788	25,109.4020	703.5507	25,812.9527	2,569.2962	702.5664	3,271.8626	72,366.1454	639,328.5723	711,694.7177	88.8757	6.0386	715,433.0809

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Energy	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
Mobile	388.9606	840.5733	3,388.7224	6.8726	25,109.4020	12.0614	25,121.4634	2,569.2962	11.0908	2,580.3869		588,748.1065	588,748.1065	20.4070		589,176.6533
Total	4,557.7937	920.8954	8,458.5627	8.9788	25,109.4020	703.5507	25,812.9527	2,569.2962	702.5664	3,271.8626	72,366.1454	639,328.5723	711,694.7177	88.8757	6.0386	715,433.0809

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/2/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Asphalt Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 0

Residential Indoor: 3,549,825; Residential Outdoor: 1,183,275; Non-Residential Indoor: 8,629,460; Non-Residential Outdoor: 2,876,487
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Asphalt Paving	Air Compressors	1	6.00	78	0.48
Building Construction	Generator Sets	1	8.00	84	0.74
Asphalt Paving	Pavers	2	8.00	125	0.42
Asphalt Paving	Paving Equipment	2	8.00	130	0.36
Asphalt Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	871.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0655	0.0641	0.7989	1.8700e-003	17.3071	1.0200e-003	17.3081	1.7502	9.4000e-004	1.7512		148.5110	148.5110	6.6000e-003			148.6496
Total	0.0655	0.0641	0.7989	1.8700e-003	17.3071	1.0200e-003	17.3081	1.7502	9.4000e-004	1.7512		148.5110	148.5110	6.6000e-003			148.6496

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0655	0.0641	0.7989	1.8700e-003	10.6511	1.0200e-003	10.6521	1.0846	9.4000e-004	1.0856		148.5110	148.5110	6.6000e-003		148.6496
Total	0.0655	0.0641	0.7989	1.8700e-003	10.6511	1.0200e-003	10.6521	1.0846	9.4000e-004	1.0856		148.5110	148.5110	6.6000e-003		148.6496

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.7202	0.0000	19.7202	4.7893	0.0000	4.7893			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	19.7202	3.3172	23.0374	4.7893	3.0518	7.8411		6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8741	0.0000	8.8741	2.1552	0.0000	2.1552			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	8.8741	3.3172	12.1913	2.1552	3.0518	5.2070	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644		5,369.8315	5,369.8315	1.4862		5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	18.0663	3.6198	21.6860	9.9307	3.3644	13.2951		5,369.8315	5,369.8315	1.4862		5,401.0411

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000	
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	8.1298	3.6198	11.7496	4.4688	3.3644	7.8333	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	9.6320	70.3262	102.1997	0.2087	567.0624	1.1659	568.2283	57.6327	1.0716	58.7043		20,605.8497	20,605.8497	0.1554		20,609.1123
Worker	0.0546	0.0534	0.6658	1.5600e-003	14.4226	8.5000e-004	14.4234	1.4585	7.8000e-004	1.4593		123.7592	123.7592	5.5000e-003		123.8747
Total	9.6866	70.3796	102.8655	0.2103	581.4850	1.1668	582.6517	59.0912	1.0723	60.1636		20,729.6089	20,729.6089	0.1609		20,732.9870

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	9.6320	70.3262	102.1997	0.2087	349.3623	1.1659	350.5283	35.8627	1.0716	36.9343		20,605.8497	20,605.8497	0.1554			20,609.1123
Worker	0.0546	0.0534	0.6658	1.5600e-003	8.8759	8.5000e-004	8.8768	0.9039	7.8000e-004	0.9047		123.7592	123.7592	5.5000e-003			123.8747
Total	9.6866	70.3796	102.8655	0.2103	358.2382	1.1668	359.4050	36.7666	1.0723	37.8389		20,729.6089	20,729.6089	0.1609			20,732.9870

3.6 Asphalt Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Asphalt Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003			165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Asphalt Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003			165.1662

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	784.1001					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721
Total	784.4324	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		165.0122	165.0122	7.3300e-003		165.1662

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	784.1001					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	784.4324	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662
Total	0.0728	0.0712	0.8877	2.0800e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		165.0122	165.0122	7.3300e-003		165.1662

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	388.9606	840.5733	3,388.7224	6.8726	25,109.4020	12.0614	25,121.4634	2,569.2962	11.0908	2,580.3869		588,748.1065	588,748.1065	20.4070		589,176.6533
Unmitigated	388.9606	840.5733	3,388.7224	6.8726	25,109.4020	12.0614	25,121.4634	2,569.2962	11.0908	2,580.3869		588,748.1065	588,748.1065	20.4070		589,176.6533

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	7,927.77	8,613.48	7302.21	22,734,049	22,734,049
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,624.50	3,938.00	3338.50	10,393,788	10,393,788
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	10,047.96	11,692.98	5906.16	16,991,763	16,991,763
Strip Mall	44,108.59	41,839.47	20332.55	62,198,631	62,198,631
Total	96,633.71	69,997.14	38,883.90	169,659,809	169,659,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
NaturalGas Unmitigated	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	33017.8	0.3561	3.0428	1.2948	0.0194		0.2460	0.2460		0.2460	0.2460		3,884.4448	3,884.4448	0.0745	0.0712	3,908.0849	
General Light Industry	125920	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185	
Government Office Building	6344.6	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658	
Office Park	14608.5	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107	
Regional Shopping Center	7879.07	0.0850	0.7725	0.6489	4.6300e-003		0.0587	0.0587		0.0587	0.0587		926.9492	926.9492	0.0178	0.0170	932.5905	
Strip Mall	33510.6	0.3614	3.2854	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497		3,942.4260	3,942.4260	0.0756	0.0723	3,966.4190	
Apartments Mid Rise	32884.6	0.3546	3.0306	1.2896	0.0193		0.2450	0.2450		0.2450	0.2450		3,868.7821	3,868.7821	0.0742	0.0709	3,892.3269	
Total		2.7410	24.5306	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162	

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	33.0178	0.3561	3.0428	1.2948	0.0194		0.2460	0.2460		0.2460	0.2460		3,884.4448	3,884.4448	0.0745	0.0712	3,908.0849
General Light Industry	125.92	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6.3446	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14.6085	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	7.87907	0.0850	0.7725	0.6489	4.6300e-003		0.0587	0.0587		0.0587	0.0587		926.9492	926.9492	0.0178	0.0170	932.5905
Strip Mall	33.5106	0.3614	3.2854	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497		3,942.4260	3,942.4260	0.0756	0.0723	3,966.4190
Apartments Mid Rise	32.8846	0.3546	3.0306	1.2896	0.0193		0.2450	0.2450		0.2450	0.2450		3,868.7821	3,868.7821	0.0742	0.0709	3,892.3269
Total		2.7410	24.5306	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Unmitigated	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	27.9268					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	160.6278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,972.9468	54.0847	4,905.2326	1.9490		688.8007	688.8007		688.7871	688.7871	72,366.1454	20,417.2941	92,783.4395	67.6316	5.4904	95,905.7357
Landscaping	4.5906	1.7069	146.5193	7.6700e-003		0.7948	0.7948		0.7948	0.7948		261.3331	261.3331	0.2639		266.8757
Total	4,166.0921	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	27.9268					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	160.6278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,972.9468	54.0847	4,905.2326	1.9490		688.8007	688.8007		688.7871	688.7871	72,366.1454	20,417.2941	92,783.4395	67.6316	5.4904	95,905.7357
Landscaping	4.5906	1.7069	146.5193	7.6700e-003		0.7948	0.7948		0.7948	0.7948		261.3331	261.3331	0.2639		266.8757
Total	4,166.0921	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP (South Alt) Construction Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	133.86	1000sqft	3.07	133,860.00	0
Office Park	464.47	1000sqft	10.66	464,470.00	0
General Light Industry	2,343.75	1000sqft	53.81	2,343,750.00	0
City Park	36.31	Acre	36.31	1,581,663.60	0
Apartments Mid Rise	1,203.00	Dwelling Unit	31.66	1,203,000.00	3441
Condo/Townhouse	550.00	Dwelling Unit	34.38	550,000.00	1573
Regional Shopping Center	234.00	1000sqft	5.37	234,000.00	0
Strip Mall	995.23	1000sqft	22.85	995,230.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 25% of full buildout

Construction Phase - 25% of land uses constructed in one year - overlapping phases

Construction Off-road Equipment Mitigation -

Trips and VMT - Site Prep, Asphalt Paving, and AC changed to match Grading worker trip requirements

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	85.00
tblConstructionPhase	NumDays	120.00	45.00
tblConstructionPhase	NumDays	310.00	60.00
tblConstructionPhase	NumDays	3,100.00	175.00
tblConstructionPhase	NumDays	220.00	130.00
tblConstructionPhase	PhaseEndDate	4/27/2018	9/29/2017
tblConstructionPhase	PhaseEndDate	6/30/2017	6/2/2017
tblConstructionPhase	PhaseEndDate	5/26/2017	4/28/2017
tblConstructionPhase	PhaseEndDate	2/2/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	3/30/2018	12/29/2017
tblConstructionPhase	PhaseStartDate	12/30/2017	6/5/2017
tblConstructionPhase	PhaseStartDate	4/29/2017	4/3/2017
tblConstructionPhase	PhaseStartDate	3/4/2017	2/6/2017
tblConstructionPhase	PhaseStartDate	6/3/2017	5/1/2017
tblConstructionPhase	PhaseStartDate	9/30/2017	7/3/2017
tblGrading	AcresOfGrading	150.00	775.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	1,130.00	871.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00
tblTripsAndVMT	WorkerTripNumber	3,496.00	15.00
tblTripsAndVMT	WorkerTripNumber	18.00	20.00
tblTripsAndVMT	WorkerTripNumber	699.00	20.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Energy	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
Mobile	386.1214	937.4838	4,094.6829	6.3086	25,109.4020	12.1783	25,121.5803	2,569.2962	11.1983	2,580.4945		541,997.7267	541,997.7267	20.4419		542,427.0071
Total	4,554.9545	1,017.8059	9,164.5232	8.4148	25,109.4020	703.6676	25,813.0696	2,569.2962	702.6740	3,271.9702	72,366.1454	592,578.1925	664,944.3379	88.9106	6.0386	668,683.4347

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Energy	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
Mobile	386.1214	937.4838	4,094.6829	6.3086	25,109.4020	12.1783	25,121.5803	2,569.2962	11.1983	2,580.4945		541,997.7267	541,997.7267	20.4419		542,427.0071
Total	4,554.9545	1,017.8059	9,164.5232	8.4148	25,109.4020	703.6676	25,813.0696	2,569.2962	702.6740	3,271.9702	72,366.1454	592,578.1925	664,944.3379	88.9106	6.0386	668,683.4347

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Trenching	Trenching	1/2/2017	3/3/2017	5	45	
2	Grading	Grading	2/6/2017	4/28/2017	5	60	
3	Site Preparation	Site Preparation	4/3/2017	6/2/2017	5	45	
4	Building Construction	Building Construction	5/1/2017	12/29/2017	5	175	
5	Asphalt Paving	Paving	6/5/2017	9/29/2017	5	85	
6	Architectural Coating	Architectural Coating	7/3/2017	12/29/2017	5	130	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 775

Acres of Paving: 0

Residential Indoor: 3,549,825; Residential Outdoor: 1,183,275; Non-Residential Indoor: 8,629,460; Non-Residential Outdoor: 2,876,487 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Trenching	Rubber Tired Dozers	3	8.00	255	0.40
Trenching	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Cranes	1	7.00	226	0.29
Site Preparation	Forklifts	3	8.00	89	0.20
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site Preparation	Welders	1	8.00	46	0.45
Building Construction	Pavers	2	8.00	125	0.42
Building Construction	Paving Equipment	2	8.00	130	0.36
Building Construction	Rollers	2	8.00	80	0.38
Asphalt Paving	Air Compressors	1	6.00	78	0.48
Building Construction	Generator Sets	1	8.00	84	0.74
Asphalt Paving	Pavers	2	8.00	125	0.42
Asphalt Paving	Paving Equipment	2	8.00	130	0.36
Asphalt Paving	Rollers	2	8.00	80	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	15.00	871.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving	7	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Trenching - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432

3.2 Trenching - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0574	0.0803	0.7282	1.6500e-003	17.3071	1.0200e-003	17.3081	1.7502	9.4000e-004	1.7512		131.0834	131.0834	6.6000e-003			131.2220
Total	0.0574	0.0803	0.7282	1.6500e-003	17.3071	1.0200e-003	17.3081	1.7502	9.4000e-004	1.7512		131.0834	131.0834	6.6000e-003			131.2220

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432
Total	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265			4,028.8432

3.2 Trenching - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0574	0.0803	0.7282	1.6500e-003	10.6511	1.0200e-003	10.6521	1.0846	9.4000e-004	1.0856		131.0834	131.0834	6.6000e-003			131.2220
Total	0.0574	0.0803	0.7282	1.6500e-003	10.6511	1.0200e-003	10.6521	1.0846	9.4000e-004	1.0856		131.0834	131.0834	6.6000e-003			131.2220

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.7202	0.0000	19.7202	4.7893	0.0000	4.7893			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	19.7202	3.3172	23.0374	4.7893	3.0518	7.8411		6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8741	0.0000	8.8741	2.1552	0.0000	2.1552			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	8.8741	3.3172	12.1913	2.1552	3.0518	5.2070	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022

3.4 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644		5,369.8315	5,369.8315	1.4862		5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	18.0663	3.6198	21.6860	9.9307	3.3644	13.2951		5,369.8315	5,369.8315	1.4862		5,401.0411

3.4 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000	
Off-Road	6.6734	65.9837	47.9508	0.0535		3.6198	3.6198		3.3644	3.3644	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411
Total	6.6734	65.9837	47.9508	0.0535	8.1298	3.6198	11.7496	4.4688	3.3644	7.8333	0.0000	5,369.8314	5,369.8314	1.4862			5,401.0411

3.4 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203		4,920.8641	4,920.8641	1.3486			4,949.1850

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	12.8104	75.1138	179.1871	0.2084	567.0624	1.1801	568.2425	57.6327	1.0846	58.7173		20,449.4604	20,449.4604	0.1597		20,452.8132
Worker	0.0478	0.0669	0.6068	1.3700e-003	14.4226	8.5000e-004	14.4234	1.4585	7.8000e-004	1.4593		109.2362	109.2362	5.5000e-003		109.3517
Total	12.8582	75.1807	179.7939	0.2098	581.4850	1.1809	582.6659	59.0912	1.0854	60.1766		20,558.6966	20,558.6966	0.1652		20,562.1649

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850
Total	5.0097	46.7021	32.8562	0.0491		2.9196	2.9196		2.7203	2.7203	0.0000	4,920.8641	4,920.8641	1.3486		4,949.1850

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	12.8104	75.1138	179.1871	0.2084	349.3623	1.1801	350.5424	35.8627	1.0846	36.9473		20,449.4604	20,449.4604	0.1597			20,452.8132
Worker	0.0478	0.0669	0.6068	1.3700e-003	8.8759	8.5000e-004	8.8768	0.9039	7.8000e-004	0.9047		109.2362	109.2362	5.5000e-003			109.3517
Total	12.8582	75.1807	179.7939	0.2098	358.2382	1.1809	359.4192	36.7666	1.0854	37.8519		20,558.6966	20,558.6966	0.1652			20,562.1649

3.6 Asphalt Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207		2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Asphalt Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003			145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.2397	22.4814	16.5951	0.0253		1.3117	1.3117		1.2207	1.2207	0.0000	2,562.5069	2,562.5069	0.7286			2,577.8080

3.6 Asphalt Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003			145.8022

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	784.1001					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721
Total	784.4324	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297			282.0721

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	19.2301	1.1300e-003	19.2312	1.9447	1.0400e-003	1.9458		145.6483	145.6483	7.3300e-003		145.8022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	784.1001					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	784.4324	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022
Total	0.0637	0.0892	0.8091	1.8300e-003	11.8345	1.1300e-003	11.8357	1.2052	1.0400e-003	1.2062		145.6483	145.6483	7.3300e-003		145.8022

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	386.1214	937.4838	4,094.6829	6.3086	25,109.4020	12.1783	25,121.5803	2,569.2962	11.1983	2,580.4945		541,997.7267	541,997.7267	20.4419		542,427.0071
Unmitigated	386.1214	937.4838	4,094.6829	6.3086	25,109.4020	12.1783	25,121.5803	2,569.2962	11.1983	2,580.4945		541,997.7267	541,997.7267	20.4419		542,427.0071

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	7,927.77	8,613.48	7302.21	22,734,049	22,734,049
City Park	57.73	57.73	57.73	123,251	123,251
Condo/Townhouse	3,624.50	3,938.00	3338.50	10,393,788	10,393,788
General Light Industry	16,335.94	3,093.75	1593.75	36,021,424	36,021,424
Government Office Building	9,226.97	0.00	0.00	11,302,250	11,302,250
Office Park	5,304.25	761.73	353.00	9,894,652	9,894,652
Regional Shopping Center	10,047.96	11,692.98	5906.16	16,991,763	16,991,763
Strip Mall	44,108.59	41,839.47	20332.55	62,198,631	62,198,631
Total	96,633.71	69,997.14	38,883.90	169,659,809	169,659,809

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.479563	0.067953	0.152843	0.149548	0.059518	0.006725	0.036021	0.034679	0.000926	0.001898	0.007583	0.000671	0.002073

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162
NaturalGas Unmitigated	2.7410	24.5305	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	32884.6	0.3546	3.0306	1.2896	0.0193		0.2450	0.2450		0.2450	0.2450		3,868.7821	3,868.7821	0.0742	0.0709	3,892.3269
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	33017.8	0.3561	3.0428	1.2948	0.0194		0.2460	0.2460		0.2460	0.2460		3,884.4448	3,884.4448	0.0745	0.0712	3,908.0849
General Light Industry	125920	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6344.6	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14608.5	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	7879.07	0.0850	0.7725	0.6489	4.6300e-003		0.0587	0.0587		0.0587	0.0587		926.9492	926.9492	0.0178	0.0170	932.5905
Strip Mall	33510.6	0.3614	3.2854	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497		3,942.4260	3,942.4260	0.0756	0.0723	3,966.4190
Total		2.7410	24.5306	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	33.0178	0.3561	3.0428	1.2948	0.0194		0.2460	0.2460		0.2460	0.2460		3,884.4448	3,884.4448	0.0745	0.0712	3,908.0849
General Light Industry	125.92	1.3580	12.3451	10.3699	0.0741		0.9382	0.9382		0.9382	0.9382		14,814.1620	14,814.1620	0.2839	0.2716	14,904.3185
Government Office Building	6.3446	0.0684	0.6220	0.5225	3.7300e-003		0.0473	0.0473		0.0473	0.0473		746.4232	746.4232	0.0143	0.0137	750.9658
Office Park	14.6085	0.1575	1.4322	1.2031	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6513	1,718.6513	0.0329	0.0315	1,729.1107
Regional Shopping Center	7.87907	0.0850	0.7725	0.6489	4.6300e-003		0.0587	0.0587		0.0587	0.0587		926.9492	926.9492	0.0178	0.0170	932.5905
Strip Mall	33.5106	0.3614	3.2854	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497		3,942.4260	3,942.4260	0.0756	0.0723	3,966.4190
Apartments Mid Rise	32.8846	0.3546	3.0306	1.2896	0.0193		0.2450	0.2450		0.2450	0.2450		3,868.7821	3,868.7821	0.0742	0.0709	3,892.3269
Total		2.7410	24.5306	18.0884	0.1495		1.8938	1.8938		1.8938	1.8938		29,901.8386	29,901.8386	0.5731	0.5482	30,083.8162

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114
Unmitigated	4,166.0920	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	27.9268					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	160.6278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,972.9468	54.0847	4,905.2326	1.9490		688.8007	688.8007		688.7871	688.7871	72,366.1454	20,417.2941	92,783.4395	67.6316	5.4904	95,905.7357
Landscaping	4.5906	1.7069	146.5193	7.6700e-003		0.7948	0.7948		0.7948	0.7948		261.3331	261.3331	0.2639		266.8757
Total	4,166.0921	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	27.9268					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	160.6278					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,972.9468	54.0847	4,905.2326	1.9490		688.8007	688.8007		688.7871	688.7871	72,366.1454	20,417.2941	92,783.4395	67.6316	5.4904	95,905.7357
Landscaping	4.5906	1.7069	146.5193	7.6700e-003		0.7948	0.7948		0.7948	0.7948		261.3331	261.3331	0.2639		266.8757
Total	4,166.0921	55.7916	5,051.7519	1.9567		689.5955	689.5955		689.5819	689.5819	72,366.1454	20,678.6272	93,044.7726	67.8956	5.4904	96,172.6114

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (East Alt)

Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	535.45	1000sqft	12.29	535,450.00	0
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,961.00	Dwelling Unit	130.55	4,961,000.00	14188
Condo/Townhouse	2,042.00	Dwelling Unit	127.63	2,042,000.00	5840
Regional Shopping Center	1,631.80	1000sqft	37.46	1,631,800.00	0
Strip Mall	3,986.48	1000sqft	91.52	3,986,480.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	900.00	116.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.6929	3,119.0026	13,871.6955	10.1309	0.8158	14,337.3441
Energy	2.0368	18.2388	13.5208	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	83,103.7700	83,103.7700	3.2326	0.9584	83,468.7676
Mobile	136.2103	296.7669	1,359.1747	4.9014	19,102.7551	6.9105	19,109.6656	1,953.4121	6.3745	1,959.7865	0.0000	326,572.5470	326,572.5470	7.5132	0.0000	326,730.3249
Waste						0.0000	0.0000		0.0000	0.0000	4,665.5118	0.0000	4,665.5118	275.7239	0.0000	10,455.7126
Water						0.0000	0.0000		0.0000	0.0000	1,103.0848	6,474.4482	7,577.5330	113.5901	2.7358	10,811.0137
Total	931.3728	324.4634	2,228.0966	5.3345	19,102.7551	121.4250	19,224.1801	1,953.4121	120.8867	2,074.2988	16,521.2895	419,269.7677	435,791.0572	410.1907	4.5100	445,803.1630

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.6929	3,119.0026	13,871.6955	10.1309	0.8158	14,337.3441
Energy	2.0368	18.2388	13.5208	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	83,103.7700	83,103.7700	3.2326	0.9584	83,468.7676
Mobile	136.2103	296.7669	1,359.1747	4.9014	19,102.7551	6.9105	19,109.6656	1,953.4121	6.3745	1,959.7865	0.0000	326,572.5470	326,572.5470	7.5132	0.0000	326,730.3249
Waste						0.0000	0.0000		0.0000	0.0000	4,665.5118	0.0000	4,665.5118	275.7239	0.0000	10,455.7126
Water						0.0000	0.0000		0.0000	0.0000	1,103.0848	6,474.4482	7,577.5330	113.5695	2.7315	10,809.2539
Total	931.3728	324.4634	2,228.0966	5.3345	19,102.7551	121.4250	19,224.1801	1,953.4121	120.8867	2,074.2988	16,521.2895	419,269.7677	435,791.0572	410.1701	4.5057	445,801.4031

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	6/12/2017	5	116	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2348	2.4764	1.9658	2.3100e-003		0.1233	0.1233		0.1148	0.1148	0.0000	212.3857	212.3857	0.0583	0.0000	213.6092
Total	0.2348	2.4764	1.9658	2.3100e-003		0.1233	0.1233		0.1148	0.1148	0.0000	212.3857	212.3857	0.0583	0.0000	213.6092

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0300e-003	5.1300e-003	0.0491	1.3000e-004	1.1099	7.0000e-005	1.1100	0.1125	7.0000e-005	0.1125	0.0000	9.0996	9.0996	4.4000e-004	0.0000	9.1087
Total	3.0300e-003	5.1300e-003	0.0491	1.3000e-004	1.1099	7.0000e-005	1.1100	0.1125	7.0000e-005	0.1125	0.0000	9.0996	9.0996	4.4000e-004	0.0000	9.1087

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2348	2.4764	1.9658	2.3100e-003		0.1233	0.1233		0.1148	0.1148	0.0000	212.3854	212.3854	0.0583	0.0000	213.6089
Total	0.2348	2.4764	1.9658	2.3100e-003		0.1233	0.1233		0.1148	0.1148	0.0000	212.3854	212.3854	0.0583	0.0000	213.6089

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0300e-003	5.1300e-003	0.0491	1.3000e-004	0.0102	7.0000e-005	0.0103	2.7200e-003	7.0000e-005	2.7900e-003	0.0000	9.0996	9.0996	4.4000e-004	0.0000	9.1087
Total	3.0300e-003	5.1300e-003	0.0491	1.3000e-004	0.0102	7.0000e-005	0.0103	2.7200e-003	7.0000e-005	2.7900e-003	0.0000	9.0996	9.0996	4.4000e-004	0.0000	9.1087

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	136.2103	296.7669	1,359.1747	4.9014	19,102.7551	6.9105	19,109.6656	1,953.4121	6.3745	1,959.7865	0.0000	326,572.5470	326,572.5470	7.5132	0.0000	326,730.3249
Unmitigated	136.2103	296.7669	1,359.1747	4.9014	19,102.7551	6.9105	19,109.6656	1,953.4121	6.3745	1,959.7865	0.0000	326,572.5470	326,572.5470	7.5132	0.0000	326,730.3249

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	32,692.99	35,520.76	30,113.27	121,871,702	121,871,702
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	13,456.78	14,620.72	12,394.94	50,163,680	50,163,680
General Light Industry	65,343.61	12,374.97	6,374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1,411.99	45,725,259	45,725,259
Regional Shopping Center	70,069.49	81,541.05	41,186.63	122,531,849	122,531,849
Strip Mall	176,680.79	167,591.62	81,443.79	258,191,149	258,191,149
Total	416,600.19	314,927.01	173,156.57	841,935,474	841,935,474

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62,946.8780	62,946.8780	2.8463	0.5889	63,189.2041
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	62,946.8780	62,946.8780	2.8463	0.5889	63,189.2041
NaturalGas Mitigated	2.0368	18.2388	13.5208	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	20,156.8920	20,156.8920	0.3863	0.3695	20,279.5635
NaturalGas Unmitigated	2.0368	18.2388	13.5208	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	20,156.8920	20,156.8920	0.3863	0.3695	20,279.5635

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	4.47439e+007	0.2413	2.0617	0.8773	0.0132		0.1667	0.1667		0.1667	0.1667	0.0000	2,387.7047	2,387.7047	0.0458	0.0438	2,402.2358
General Light Industry	1.83843e+008	0.9913	9.0119	7.5700	0.0541		0.6849	0.6849		0.6849	0.6849	0.0000	9,810.5817	9,810.5817	0.1880	0.1799	9,870.2873
Government Office Building	9.26328e+006	0.0500	0.4541	0.3814	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	494.3242	494.3242	9.4700e-003	9.0600e-003	497.3325
Office Park	2.13285e+007	0.1150	1.0455	0.8782	6.2700e-003		0.0795	0.0795		0.0795	0.0795	0.0000	1,138.1680	1,138.1680	0.0218	0.0209	1,145.0947
Regional Shopping Center	2.00548e+007	0.1081	0.9831	0.8258	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,070.2017	1,070.2017	0.0205	0.0196	1,076.7147
Strip Mall	4.89938e+007	0.2642	2.4017	2.0174	0.0144		0.1825	0.1825		0.1825	0.1825	0.0000	2,614.4978	2,614.4978	0.0501	0.0479	2,630.4092
Apartments Mid Rise	4.94982e+007	0.2669	2.2808	0.9706	0.0146		0.1844	0.1844		0.1844	0.1844	0.0000	2,641.4140	2,641.4140	0.0506	0.0484	2,657.4892
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.0368	18.2388	13.5207	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	20,156.8920	20,156.8920	0.3863	0.3695	20,279.5635

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	4.47439e+007	0.2413	2.0617	0.8773	0.0132		0.1667	0.1667		0.1667	0.1667	0.0000	2,387.7047	2,387.7047	0.0458	0.0438	2,402.2358
General Light Industry	1.83843e+008	0.9913	9.0119	7.5700	0.0541		0.6849	0.6849		0.6849	0.6849	0.0000	9,810.5817	9,810.5817	0.1880	0.1799	9,870.2873
Government Office Building	9.26328e+006	0.0500	0.4541	0.3814	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	494.3242	494.3242	9.4700e-003	9.0600e-003	497.3325
Office Park	2.13285e+007	0.1150	1.0455	0.8782	6.2700e-003		0.0795	0.0795		0.0795	0.0795	0.0000	1,138.1680	1,138.1680	0.0218	0.0209	1,145.0947
Regional Shopping Center	2.00548e+007	0.1081	0.9831	0.8258	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,070.2017	1,070.2017	0.0205	0.0196	1,076.7147
Strip Mall	4.89938e+007	0.2642	2.4017	2.0174	0.0144		0.1825	0.1825		0.1825	0.1825	0.0000	2,614.4978	2,614.4978	0.0501	0.0479	2,630.4092
Apartments Mid Rise	4.94982e+007	0.2669	2.2808	0.9706	0.0146		0.1844	0.1844		0.1844	0.1844	0.0000	2,641.4140	2,641.4140	0.0506	0.0484	2,657.4892
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.0368	18.2388	13.5207	0.1111		1.4072	1.4072		1.4072	1.4072	0.0000	20,156.8920	20,156.8920	0.3863	0.3695	20,279.5635

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.79508e+007	5,222.1031	0.2361	0.0489	5,242.2066
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	9.04218e+006	2,630.4739	0.1189	0.0246	2,640.6004
General Light Industry	8.65311e+007	25,172.8791	1.1383	0.2355	25,269.7870
Government Office Building	5.98098e+006	1,739.9346	0.0787	0.0163	1,746.6329
Office Park	2.16443e+007	6,296.5756	0.2847	0.0589	6,320.8155
Regional Shopping Center	2.18498e+007	6,356.3579	0.2874	0.0595	6,380.8280
Strip Mall	5.3379e+007	15,528.5536	0.7022	0.1453	15,588.3338
Total		62,946.8780	2.8463	0.5889	63,189.2041

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.79508e+007	5,222.1031	0.2361	0.0489	5,242.2066
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	9.04218e+006	2,630.4739	0.1189	0.0246	2,640.6004
General Light Industry	8.65311e+007	25,172.8791	1.1383	0.2355	25,269.7870
Government Office Building	5.98098e+006	1,739.9346	0.0787	0.0163	1,746.6329
Office Park	2.16443e+007	6,296.5756	0.2847	0.0589	6,320.8155
Regional Shopping Center	2.18498e+007	6,356.3579	0.2874	0.0595	6,380.8280
Strip Mall	5.3379e+007	15,528.5536	0.7022	0.1453	15,588.3338
Total		62,946.8780	2.8463	0.5889	63,189.2041

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.69 29	3,119.002 6	13,871.69 55	10.1309	0.8158	14,337.34 41
Unmitigated	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.69 29	3,119.002 6	13,871.69 55	10.1309	0.8158	14,337.34 41

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.8692					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	119.9657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	650.7270	8.8585	803.4256	0.3192		112.8183	112.8183		112.8161	112.8161	10,752.69 29	3,033.751 4	13,786.44 43	10.0492	0.8158	14,250.37 80
Landscaping	1.5639	0.5992	51.9755	2.7600e-003		0.2889	0.2889		0.2889	0.2889	0.0000	85.2512	85.2512	0.0817	0.0000	86.9661
Total	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.69 29	3,119.002 6	13,871.69 55	10.1309	0.8158	14,337.34 41

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.8692					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	119.9657					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	650.7270	8.8585	803.4256	0.3192		112.8183	112.8183		112.8161	112.8161	10,752.6929	3,033.7514	13,786.4443	10.0492	0.8158	14,250.3780
Landscaping	1.5639	0.5992	51.9755	2.7600e-003		0.2889	0.2889		0.2889	0.2889	0.0000	85.2512	85.2512	0.0817	0.0000	86.9661
Total	793.1258	9.4577	855.4011	0.3220		113.1073	113.1073		113.1050	113.1050	10,752.6929	3,119.0026	13,871.6955	10.1309	0.8158	14,337.3441

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7,577.5330	113.5695	2.7315	10,809.2539
Unmitigated	7,577.5330	113.5901	2.7358	10,811.0137

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	323.229 / 203.775	818.8293	10.5648	0.2554	1,119.8627
City Park	0 / 173.075	176.2228	7.9700e-003	1.6500e-003	176.9012
Condo/Townhouse	133.045 / 83.8759	337.0388	4.3486	0.1051	460.9473
General Light Industry	2167.96 / 0	4,100.4349	70.7975	1.7000	6,114.1702
Government Office Building	106.372 / 65.1959	267.5719	3.4767	0.0840	366.6325
Office Park	330.208 / 202.386	830.6143	10.7927	0.2609	1,138.1246
Regional Shopping Center	120.872 / 74.0826	304.0436	3.9506	0.0955	416.6068
Strip Mall	295.289 / 180.983	742.7772	9.6513	0.2333	1,017.7684
Total		7,577.5330	113.5901	2.7358	10,811.0137

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	323.229 / 203.775	818.8293	10.5629	0.2550	1,119.6991
City Park	0 / 173.075	176.2228	7.9700e-003	1.6500e-003	176.9012
Condo/Townhouse	133.045 / 83.8759	337.0388	4.3478	0.1050	460.8800
General Light Industry	2167.96 / 0	4,100.4349	70.7846	1.6973	6,113.0729
Government Office Building	106.372 / 65.1959	267.5719	3.4761	0.0839	366.5786
Office Park	330.208 / 202.386	830.6143	10.7907	0.2605	1,137.9575
Regional Shopping Center	120.872 / 74.0826	304.0436	3.9499	0.0953	416.5456
Strip Mall	295.289 / 180.983	742.7772	9.6496	0.2329	1,017.6190
Total		7,577.5330	113.5695	2.7315	10,809.2539

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	4,665.511 8	275.7239	0.0000	10,455.71 26
Mitigated	4,665.511 8	275.7239	0.0000	10,455.71 26

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2282.06	463.2376	27.3766	0.0000	1,038.1452
City Park	12.49	2.5354	0.1498	0.0000	5.6819
Condo/Townhouse	939.32	190.6735	11.2685	0.0000	427.3115
General Light Industry	11625	2,359.7659	139.4582	0.0000	5,288.3874
Government Office Building	497.97	101.0834	5.9739	0.0000	226.5344
Office Park	1727.83	350.7339	20.7278	0.0000	786.0172
Regional Shopping Center	1713.39	347.8027	20.5546	0.0000	779.4482
Strip Mall	4185.8	849.6796	50.2146	0.0000	1,904.1867
Total		4,665.5118	275.7239	0.0000	10,455.7127

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2282.06	463.2376	27.3766	0.0000	1,038.1452
City Park	12.49	2.5354	0.1498	0.0000	5.6819
Condo/Townhouse	939.32	190.6735	11.2685	0.0000	427.3115
General Light Industry	11625	2,359.7659	139.4582	0.0000	5,288.3874
Government Office Building	497.97	101.0834	5.9739	0.0000	226.5344
Office Park	1727.83	350.7339	20.7278	0.0000	786.0172
Regional Shopping Center	1713.39	347.8027	20.5546	0.0000	779.4482
Strip Mall	4185.8	849.6796	50.2146	0.0000	1,904.1867
Total		4,665.5118	275.7239	0.0000	10,455.7127

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (East Alt)

Yolo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	535.45	1000sqft	12.29	535,450.00	0
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,961.00	Dwelling Unit	130.55	4,961,000.00	14188
Condo/Townhouse	2,042.00	Dwelling Unit	127.63	2,042,000.00	5840
Regional Shopping Center	1,631.80	1000sqft	37.46	1,631,800.00	0
Strip Mall	3,986.48	1000sqft	91.52	3,986,480.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	900.00	116.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Energy	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8 769	121,748.8 769	2.3335	2.2321	122,489.8 203
Mobile	973.1311	1,825.056 6	8,642.041 4	34.3384	125,237.4 738	45.1674	125,282.6 413	12,815.62 87	41.6638	12,857.292 4		2,502,288. 5745	2,502,288. 5745	54.1767		2,503,426. 2861
Total	17,644.75 59	2,147.714 4	28,889.37 98	42.7638	125,237.4 738	2,807.754 9	128,045.2 288	12,815.62 87	2,804.196 9	15,619.825 6	289,093.0 498	2,706,645. 9530	2,995,739. 0028	327.6897	24.1656	3,010,111. 8167

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Energy	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8 769	121,748.8 769	2.3335	2.2321	122,489.8 203
Mobile	973.1311	1,825.056 6	8,642.041 4	34.3384	125,237.4 738	45.1674	125,282.6 413	12,815.62 87	41.6638	12,857.292 4		2,502,288. 5745	2,502,288. 5745	54.1767		2,503,426. 2861
Total	17,644.75 59	2,147.714 4	28,889.37 98	42.7638	125,237.4 738	2,807.754 9	128,045.2 288	12,815.62 87	2,804.196 9	15,619.825 6	289,093.0 498	2,706,645. 9530	2,995,739. 0028	327.6897	24.1656	3,010,111. 8167

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	6/12/2017	5	116	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0794	0.9907	2.4000e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		190.6401	190.6401	8.2900e-003		190.8141
Total	0.0618	0.0794	0.9907	2.4000e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		190.6401	190.6401	8.2900e-003		190.8141

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0794	0.9907	2.4000e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		190.6401	190.6401	8.2900e-003		190.8141
Total	0.0618	0.0794	0.9907	2.4000e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		190.6401	190.6401	8.2900e-003		190.8141

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	973.1311	1,825.0566	8,642.0414	34.3384	125,237.4738	45.1674	125,282.6413	12,815.6287	41.6638	12,857.2924		2,502,288.5745	2,502,288.5745	54.1767		2,503,426.2861
Unmitigated	973.1311	1,825.0566	8,642.0414	34.3384	125,237.4738	45.1674	125,282.6413	12,815.6287	41.6638	12,857.2924		2,502,288.5745	2,502,288.5745	54.1767		2,503,426.2861

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	32,692.99	35,520.76	30,113.27	121,871,702	121,871,702
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	13,456.78	14,620.72	12,394.94	50,163,680	50,163,680
General Light Industry	65,343.61	12,374.97	6,374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1,411.99	45,725,259	45,725,259
Regional Shopping Center	70,069.49	81,541.05	41,186.63	122,531,849	122,531,849
Strip Mall	176,680.79	167,591.62	81,443.79	258,191,149	258,191,149
Total	416,600.19	314,927.01	173,156.57	841,935,474	841,935,474

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203
NaturalGas Unmitigated	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	122586	1.3220	11.2971	4.8073	0.0721		0.9134	0.9134		0.9134	0.9134		14,421.8842	14,421.8842	0.2764	0.2644	14,509.6533
General Light Industry	503680	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25378.9	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58434.1	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	54944.7	0.5925	5.3867	4.5249	0.0323		0.4094	0.4094		0.4094	0.4094		6,464.0845	6,464.0845	0.1239	0.1185	6,503.4238
Strip Mall	134230	1.4476	13.1598	11.0542	0.0790		1.0001	1.0001		1.0001	1.0001		15,791.7290	15,791.7290	0.3027	0.2895	15,887.8348
Apartments Mid Rise	135612	1.4625	12.4975	5.3181	0.0798		1.0104	1.0104		1.0104	1.0104		15,954.3042	15,954.3042	0.3058	0.2925	16,051.3994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	122.586	1.3220	11.2971	4.8073	0.0721		0.9134	0.9134		0.9134	0.9134		14,421.8842	14,421.8842	0.2764	0.2644	14,509.6533
General Light Industry	503.68	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25.3789	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58.4341	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	54.9447	0.5925	5.3867	4.5249	0.0323		0.4094	0.4094		0.4094	0.4094		6,464.0845	6,464.0845	0.1239	0.1185	6,503.4238
Strip Mall	134.23	1.4476	13.1598	11.0542	0.0790		1.0001	1.0001		1.0001	1.0001		15,791.7290	15,791.7290	0.3027	0.2895	15,887.8348
Apartments Mid Rise	135.612	1.4625	12.4975	5.3181	0.0798		1.0104	1.0104		1.0104	1.0104		15,954.3042	15,954.3042	0.3058	0.2925	16,051.3994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Unmitigated	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	114.3518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	657.3463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,871.38 97	216.0610	19,595.74 67	7.7860		2,751.666 5	2,751.666 5		2,751.612 1	2,751.6121	289,093.0 498	81,564.35 29	370,657.4 027	270.1793	21.9335	383,130.5 575
Landscaping	17.3768	6.6582	577.5054	0.0306		3.2103	3.2103		3.2103	3.2103		1,044.148 7	1,044.148 7	1.0002		1,065.152 9
Total	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	114.3518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	657.3463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,871.3897	216.0610	19,595.7467	7.7860		2,751.6665	2,751.6665		2,751.6121	2,751.6121	289,093.0498	81,564.3529	370,657.4027	270.1793	21.9335	383,130.5575
Landscaping	17.3768	6.6582	577.5054	0.0306		3.2103	3.2103		3.2103	3.2103		1,044.1487	1,044.1487	1.0002		1,065.1529
Total	16,660.4645	222.7192	20,173.2521	7.8166		2,754.8768	2,754.8768		2,754.8224	2,754.8224	289,093.0498	82,608.5016	371,701.5514	271.1795	21.9335	384,195.7104

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (East Alt)
Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	535.45	1000sqft	12.29	535,450.00	0
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,961.00	Dwelling Unit	130.55	4,961,000.00	14188
Condo/Townhouse	2,042.00	Dwelling Unit	127.63	2,042,000.00	5840
Regional Shopping Center	1,631.80	1000sqft	37.46	1,631,800.00	0
Strip Mall	3,986.48	1000sqft	91.52	3,986,480.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	900.00	116.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Energy	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8 769	121,748.8 769	2.3335	2.2321	122,489.8 203
Mobile	924.3465	2,022.396 5	10,361.16 22	31.5322	125,237.4 738	45.4083	125,282.8 822	12,815.62 87	41.8855	12,857.514 1		2,318,992. 3593	2,318,992. 3593	54.3730		2,320,134. 1924
Total	17,595.97 13	2,345.054 3	30,608.50 06	39.9576	125,237.4 738	2,807.995 9	128,045.4 697	12,815.62 87	2,804.418 7	15,620.047 3	289,093.0 498	2,523,349. 7378	2,812,442. 7876	327.8860	24.1656	2,826,819. 7231

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Energy	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8 769	121,748.8 769	2.3335	2.2321	122,489.8 203
Mobile	924.3465	2,022.396 5	10,361.16 22	31.5322	125,237.4 738	45.4083	125,282.8 822	12,815.62 87	41.8855	12,857.514 1		2,318,992. 3593	2,318,992. 3593	54.3730		2,320,134. 1924
Total	17,595.97 13	2,345.054 3	30,608.50 06	39.9576	125,237.4 738	2,807.995 9	128,045.4 697	12,815.62 87	2,804.418 7	15,620.047 3	289,093.0 498	2,523,349. 7378	2,812,442. 7876	327.8860	24.1656	2,826,819. 7231

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	6/12/2017	5	116	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0996	0.8640	2.1100e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		168.1228	168.1228	8.2900e-003		168.2969
Total	0.0543	0.0996	0.8640	2.1100e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		168.1228	168.1228	8.2900e-003		168.2969

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0996	0.8640	2.1100e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		168.1228	168.1228	8.2900e-003		168.2969
Total	0.0543	0.0996	0.8640	2.1100e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		168.1228	168.1228	8.2900e-003		168.2969

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	924.3465	2,022.3965	10,361.1622	31.5322	125,237.4738	45.4083	125,282.8822	12,815.6287	41.8855	12,857.5141		2,318,992.3593	2,318,992.3593	54.3730		2,320,134.1924
Unmitigated	924.3465	2,022.3965	10,361.1622	31.5322	125,237.4738	45.4083	125,282.8822	12,815.6287	41.8855	12,857.5141		2,318,992.3593	2,318,992.3593	54.3730		2,320,134.1924

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	32,692.99	35,520.76	30,113.27	121,871,702	121,871,702
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	13,456.78	14,620.72	12,394.94	50,163,680	50,163,680
General Light Industry	65,343.61	12,374.97	6,374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1,411.99	45,725,259	45,725,259
Regional Shopping Center	70,069.49	81,541.05	41,186.63	122,531,849	122,531,849
Strip Mall	176,680.79	167,591.62	81,443.79	258,191,149	258,191,149
Total	416,600.19	314,927.01	173,156.57	841,935,474	841,935,474

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203
NaturalGas Unmitigated	11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	122586	1.3220	11.2971	4.8073	0.0721		0.9134	0.9134		0.9134	0.9134		14,421.8842	14,421.8842	0.2764	0.2644	14,509.6533
General Light Industry	503680	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25378.9	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58434.1	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	54944.7	0.5925	5.3867	4.5249	0.0323		0.4094	0.4094		0.4094	0.4094		6,464.0845	6,464.0845	0.1239	0.1185	6,503.4238
Strip Mall	134230	1.4476	13.1598	11.0542	0.0790		1.0001	1.0001		1.0001	1.0001		15,791.7290	15,791.7290	0.3027	0.2895	15,887.8348
Apartments Mid Rise	135612	1.4625	12.4975	5.3181	0.0798		1.0104	1.0104		1.0104	1.0104		15,954.3042	15,954.3042	0.3058	0.2925	16,051.3994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	122.586	1.3220	11.2971	4.8073	0.0721		0.9134	0.9134		0.9134	0.9134		14,421.8842	14,421.8842	0.2764	0.2644	14,509.6533
General Light Industry	503.68	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25.3789	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58.4341	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	54.9447	0.5925	5.3867	4.5249	0.0323		0.4094	0.4094		0.4094	0.4094		6,464.0845	6,464.0845	0.1239	0.1185	6,503.4238
Strip Mall	134.23	1.4476	13.1598	11.0542	0.0790		1.0001	1.0001		1.0001	1.0001		15,791.7290	15,791.7290	0.3027	0.2895	15,887.8348
Apartments Mid Rise	135.612	1.4625	12.4975	5.3181	0.0798		1.0104	1.0104		1.0104	1.0104		15,954.3042	15,954.3042	0.3058	0.2925	16,051.3994
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		11.1603	99.9386	74.0863	0.6087		7.7108	7.7108		7.7108	7.7108		121,748.8769	121,748.8769	2.3335	2.2321	122,489.8203

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104
Unmitigated	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	114.3518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	657.3463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,871.38 97	216.0610	19,595.74 67	7.7860		2,751.666 5	2,751.666 5		2,751.612 1	2,751.6121	289,093.0 498	81,564.35 29	370,657.4 027	270.1793	21.9335	383,130.5 575
Landscaping	17.3768	6.6582	577.5054	0.0306		3.2103	3.2103		3.2103	3.2103		1,044.148 7	1,044.148 7	1.0002		1,065.152 9
Total	16,660.46 45	222.7192	20,173.25 21	7.8166		2,754.876 8	2,754.876 8		2,754.822 4	2,754.8224	289,093.0 498	82,608.50 16	371,701.5 514	271.1795	21.9335	384,195.7 104

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	114.3518					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	657.3463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,871.3897	216.0610	19,595.7467	7.7860		2,751.6665	2,751.6665		2,751.6121	2,751.6121	289,093.0498	81,564.3529	370,657.4027	270.1793	21.9335	383,130.5575
Landscaping	17.3768	6.6582	577.5054	0.0306		3.2103	3.2103		3.2103	3.2103		1,044.1487	1,044.1487	1.0002		1,065.1529
Total	16,660.4645	222.7192	20,173.2521	7.8166		2,754.8768	2,754.8768		2,754.8224	2,754.8224	289,093.0498	82,608.5016	371,701.5514	271.1795	21.9335	384,195.7104

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (South Alt)

Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
Regional Shopping Center	936.01	1000sqft	21.49	936,010.00	0
Strip Mall	3,980.93	1000sqft	91.39	3,980,930.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,813.00	Dwelling Unit	126.66	4,813,000.00	13765
Condo/Townhouse	2,199.00	Dwelling Unit	137.44	2,199,000.00	6289
Government Office Building	535.45	1000sqft	12.29	535,450.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	800.00	17.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563
Energy	2.0009	17.9067	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	80,063.1042	80,063.1042	3.1044	0.9268	80,415.6019
Mobile	126.1911	276.9307	1,264.6964	4.5931	17,914.1816	6.4679	17,920.6496	1,831.8708	5.9662	1,837.8369	0.0000	306,030.4840	306,030.4840	7.0332	0.0000	306,178.1811
Waste						0.0000	0.0000		0.0000	0.0000	4,516.8697	0.0000	4,516.8697	266.9394	0.0000	10,122.5960
Water						0.0000	0.0000		0.0000	0.0000	1,086.7895	6,361.5524	7,448.3419	111.9114	2.6952	10,633.9897
Total	918.9695	304.3073	2,134.3946	5.0246	17,914.1816	121.1029	18,035.2846	1,831.8708	120.5989	1,952.4697	16,370.1710	395,578.1387	411,948.3097	399.1321	4.4388	421,706.1250

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563
Energy	2.0009	17.9067	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	80,063.1042	80,063.1042	3.1044	0.9268	80,415.6019
Mobile	126.1911	276.9307	1,264.6964	4.5931	17,914.1816	6.4679	17,920.6496	1,831.8708	5.9662	1,837.8369	0.0000	306,030.4840	306,030.4840	7.0332	0.0000	306,178.1811
Waste						0.0000	0.0000		0.0000	0.0000	4,516.8697	0.0000	4,516.8697	266.9394	0.0000	10,122.5960
Water						0.0000	0.0000		0.0000	0.0000	1,086.7895	6,361.5524	7,448.3419	111.8910	2.6910	10,632.2558
Total	918.9695	304.3073	2,134.3946	5.0246	17,914.1816	121.1029	18,035.2846	1,831.8708	120.5989	1,952.4697	16,370.1710	395,578.1387	411,948.3097	399.1118	4.4346	421,704.3912

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/24/2017	5	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0344	0.3629	0.2881	3.4000e-004		0.0181	0.0181		0.0168	0.0168	0.0000	31.1255	31.1255	8.5400e-003	0.0000	31.3048
Total	0.0344	0.3629	0.2881	3.4000e-004		0.0181	0.0181		0.0168	0.0168	0.0000	31.1255	31.1255	8.5400e-003	0.0000	31.3048

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	7.5000e-004	7.1900e-003	2.0000e-005	0.1627	1.0000e-005	0.1627	0.0165	1.0000e-005	0.0165	0.0000	1.3336	1.3336	6.0000e-005	0.0000	1.3349
Total	4.4000e-004	7.5000e-004	7.1900e-003	2.0000e-005	0.1627	1.0000e-005	0.1627	0.0165	1.0000e-005	0.0165	0.0000	1.3336	1.3336	6.0000e-005	0.0000	1.3349

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0344	0.3629	0.2881	3.4000e-004		0.0181	0.0181		0.0168	0.0168	0.0000	31.1255	31.1255	8.5400e-003	0.0000	31.3048
Total	0.0344	0.3629	0.2881	3.4000e-004		0.0181	0.0181		0.0168	0.0168	0.0000	31.1255	31.1255	8.5400e-003	0.0000	31.3048

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	7.5000e-004	7.1900e-003	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.3336	1.3336	6.0000e-005	0.0000	1.3349
Total	4.4000e-004	7.5000e-004	7.1900e-003	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.3336	1.3336	6.0000e-005	0.0000	1.3349

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	126.1911	276.9307	1,264.6964	4.5931	17,914.1816	6.4679	17,920.6496	1,831.8708	5.9662	1,837.8369	0.0000	306,030.4840	306,030.4840	7.0332	0.0000	306,178.1811
Unmitigated	126.1911	276.9307	1,264.6964	4.5931	17,914.1816	6.4679	17,920.6496	1,831.8708	5.9662	1,837.8369	0.0000	306,030.4840	306,030.4840	7.0332	0.0000	306,178.1811

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	31,717.67	34,461.08	29214.91	118,235,941	118,235,941
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	14,491.41	15,744.84	13347.93	54,020,535	54,020,535
General Light Industry	65,343.61	12,374.97	6374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1411.99	45,725,259	45,725,259
Regional Shopping Center	40,192.27	46,772.42	23624.89	70,284,983	70,284,983
Strip Mall	176,434.82	167,358.30	81330.40	257,831,694	257,831,694
Total	386,536.30	279,989.50	155,536.07	789,550,247	789,550,247

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	60,261.4007	60,261.4007	2.7249	0.5638	60,493.3886
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	60,261.4007	60,261.4007	2.7249	0.5638	60,493.3886
NaturalGas Mitigated	2.0009	17.9067	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	19,801.7035	19,801.7035	0.3795	0.3630	19,922.2133
NaturalGas Unmitigated	2.0009	17.9067	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	19,801.7035	19,801.7035	0.3795	0.3630	19,922.2133

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	4.8184e+007	0.2598	2.2203	0.9448	0.0142		0.1795	0.1795		0.1795	0.1795	0.0000	2,571.2843	2,571.2843	0.0493	0.0471	2,586.9327
General Light Industry	1.83843e+008	0.9913	9.0119	7.5700	0.0541		0.6849	0.6849		0.6849	0.6849	0.0000	9,810.5817	9,810.5817	0.1880	0.1799	9,870.2873
Government Office Building	9.26328e+006	0.0500	0.4541	0.3814	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	494.3242	494.3242	9.4700e-003	9.0600e-003	497.3325
Office Park	2.13285e+007	0.1150	1.0455	0.8782	6.2700e-003		0.0795	0.0795		0.0795	0.0795	0.0000	1,138.1680	1,138.1680	0.0218	0.0209	1,145.0947
Regional Shopping Center	1.15036e+007	0.0620	0.5639	0.4737	3.3800e-003		0.0429	0.0429		0.0429	0.0429	0.0000	613.8739	613.8739	0.0118	0.0113	617.6099
Strip Mall	4.89256e+007	0.2638	2.3983	2.0146	0.0144		0.1823	0.1823		0.1823	0.1823	0.0000	2,610.8579	2,610.8579	0.0500	0.0479	2,626.7472
Apartments Mid Rise	4.80216e+007	0.2589	2.2128	0.9416	0.0141		0.1789	0.1789		0.1789	0.1789	0.0000	2,562.6135	2,562.6135	0.0491	0.0470	2,578.2091
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.0009	17.9068	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	19,801.7035	19,801.7035	0.3795	0.3630	19,922.2134

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	4.8184e+007	0.2598	2.2203	0.9448	0.0142		0.1795	0.1795		0.1795	0.1795	0.0000	2,571.2843	2,571.2843	0.0493	0.0471	2,586.9327
General Light Industry	1.83843e+008	0.9913	9.0119	7.5700	0.0541		0.6849	0.6849		0.6849	0.6849	0.0000	9,810.5817	9,810.5817	0.1880	0.1799	9,870.2873
Government Office Building	9.26328e+006	0.0500	0.4541	0.3814	2.7200e-003		0.0345	0.0345		0.0345	0.0345	0.0000	494.3242	494.3242	9.4700e-003	9.0600e-003	497.3325
Office Park	2.13285e+007	0.1150	1.0455	0.8782	6.2700e-003		0.0795	0.0795		0.0795	0.0795	0.0000	1,138.1680	1,138.1680	0.0218	0.0209	1,145.0947
Regional Shopping Center	1.15036e+007	0.0620	0.5639	0.4737	3.3800e-003		0.0429	0.0429		0.0429	0.0429	0.0000	613.8739	613.8739	0.0118	0.0113	617.6099
Strip Mall	4.89256e+007	0.2638	2.3983	2.0146	0.0144		0.1823	0.1823		0.1823	0.1823	0.0000	2,610.8579	2,610.8579	0.0500	0.0479	2,626.7472
Apartments Mid Rise	4.80216e+007	0.2589	2.2128	0.9416	0.0141		0.1789	0.1789		0.1789	0.1789	0.0000	2,562.6135	2,562.6135	0.0491	0.0470	2,578.2091
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.0009	17.9068	13.2043	0.1091		1.3824	1.3824		1.3824	1.3824	0.0000	19,801.7035	19,801.7035	0.3795	0.3630	19,922.2134

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.74153e+007	5,066.3137	0.2291	0.0474	5,085.8174
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	9.73739e+006	2,832.7190	0.1281	0.0265	2,843.6241
General Light Industry	8.65311e+007	25,172.8791	1.1383	0.2355	25,269.7870
Government Office Building	5.98098e+006	1,739.9346	0.0787	0.0163	1,746.6329
Office Park	2.16443e+007	6,296.5756	0.2847	0.0589	6,320.8155
Regional Shopping Center	1.25332e+007	3,646.0440	0.1649	0.0341	3,660.0802
Strip Mall	5.33047e+007	15,506.9347	0.7012	0.1451	15,566.6316
Total		60,261.4007	2.7248	0.5638	60,493.3886

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.74153e+007	5,066.3137	0.2291	0.0474	5,085.8174
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	9.73739e+006	2,832.7190	0.1281	0.0265	2,843.6241
General Light Industry	8.65311e+007	25,172.8791	1.1383	0.2355	25,269.7870
Government Office Building	5.98098e+006	1,739.9346	0.0787	0.0163	1,746.6329
Office Park	2.16443e+007	6,296.5756	0.2847	0.0589	6,320.8155
Regional Shopping Center	1.25332e+007	3,646.0440	0.1649	0.0341	3,660.0802
Strip Mall	5.33047e+007	15,506.9347	0.7012	0.1451	15,566.6316
Total		60,261.4007	2.7248	0.5638	60,493.3886

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563
Unmitigated	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.3872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	117.2618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	651.5633	8.8699	804.4582	0.3196		112.9633	112.9633		112.9611	112.9611	10,766.5119	3,037.6503	13,804.1622	10.0621	0.8169	14,268.6921
Landscaping	1.5653	0.6000	52.0357	2.7600e-003		0.2893	0.2893		0.2893	0.2893	0.0000	85.3478	85.3478	0.0817	0.0000	87.0643
Total	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.3872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	117.2618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	651.5633	8.8699	804.4582	0.3196		112.9633	112.9633		112.9611	112.9611	10,766.5119	3,037.6503	13,804.1622	10.0621	0.8169	14,268.6921
Landscaping	1.5653	0.6000	52.0357	2.7600e-003		0.2893	0.2893		0.2893	0.2893	0.0000	85.3478	85.3478	0.0817	0.0000	87.0643
Total	790.7776	9.4698	856.4938	0.3224		113.2526	113.2526		113.2504	113.2504	10,766.5119	3,122.9981	13,889.5100	10.1439	0.8169	14,355.7563

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7,448.3419	111.8910	2.6910	10,632.2558
Unmitigated	7,448.3419	111.9114	2.6952	10,633.9897

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	313.586 / 197.696	794.4014	10.2496	0.2478	1,086.4542
City Park	0 / 173.075	176.2228	7.9700e-003	1.6500e-003	176.9012
Condo/Townhouse	143.274 / 90.3247	362.9522	4.6829	0.1132	496.3874
General Light Industry	2167.96 / 0	4,100.4349	70.7975	1.7000	6,114.1702
Government Office Building	106.372 / 65.1959	267.5719	3.4767	0.0840	366.6325
Office Park	330.208 / 202.386	830.6143	10.7927	0.2609	1,138.1246
Regional Shopping Center	69.3326 / 42.4942	174.4012	2.2661	0.0548	238.9681
Strip Mall	294.878 / 180.731	741.7431	9.6379	0.2329	1,016.3515
Total		7,448.3419	111.9114	2.6952	10,633.9896

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	313.586 / 197.696	794.4014	10.2478	0.2474	1,086.2954
City Park	0 / 173.075	176.2228	7.9700e-003	1.6500e-003	176.9012
Condo/Townhouse	143.274 / 90.3247	362.9522	4.6821	0.1130	496.3149
General Light Industry	2167.96 / 0	4,100.4349	70.7846	1.6973	6,113.0729
Government Office Building	106.372 / 65.1959	267.5719	3.4761	0.0839	366.5786
Office Park	330.208 / 202.386	830.6143	10.7907	0.2605	1,137.9575
Regional Shopping Center	69.3326 / 42.4942	174.4012	2.2657	0.0547	238.9330
Strip Mall	294.878 / 180.731	741.7431	9.6361	0.2326	1,016.2023
Total		7,448.3419	111.8910	2.6910	10,632.2558

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	4,516.869 7	266.9394	0.0000	10,122.59 60
Mitigated	4,516.869 7	266.9394	0.0000	10,122.59 60

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2213.98	449.4179	26.5598	0.0000	1,007.1746
City Park	12.49	2.5354	0.1498	0.0000	5.6819
Condo/Townhouse	1011.54	205.3335	12.1349	0.0000	460.1656
General Light Industry	11625	2,359.7659	139.4582	0.0000	5,288.3874
Government Office Building	497.97	101.0834	5.9739	0.0000	226.5344
Office Park	1727.83	350.7339	20.7278	0.0000	786.0172
Regional Shopping Center	982.81	199.5016	11.7902	0.0000	447.0958
Strip Mall	4179.98	848.4982	50.1448	0.0000	1,901.5391
Total		4,516.8697	266.9394	0.0000	10,122.5960

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2213.98	449.4179	26.5598	0.0000	1,007.1746
City Park	12.49	2.5354	0.1498	0.0000	5.6819
Condo/Townhouse	1011.54	205.3335	12.1349	0.0000	460.1656
General Light Industry	11625	2,359.7659	139.4582	0.0000	5,288.3874
Government Office Building	497.97	101.0834	5.9739	0.0000	226.5344
Office Park	1727.83	350.7339	20.7278	0.0000	786.0172
Regional Shopping Center	982.81	199.5016	11.7902	0.0000	447.0958
Strip Mall	4179.98	848.4982	50.1448	0.0000	1,901.5391
Total		4,516.8697	266.9394	0.0000	10,122.5960

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (South Alt)

Yolo County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
Regional Shopping Center	936.01	1000sqft	21.49	936,010.00	0
Strip Mall	3,980.93	1000sqft	91.39	3,980,930.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,813.00	Dwelling Unit	126.66	4,813,000.00	13765
Condo/Townhouse	2,199.00	Dwelling Unit	137.44	2,199,000.00	6289
Government Office Building	535.45	1000sqft	12.29	535,450.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	800.00	17.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Energy	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
Mobile	899.6566	1,700.8306	8,048.1683	32.1539	117,355.7668	42.2389	117,398.0057	12,009.0887	38.9621	12,048.0507		2,343,054.1849	2,343,054.1849	50.6722		2,344,118.3010
Total	17,574.0407	2,021.9545	28,319.6253	40.5785	117,355.7668	2,808.2308	120,163.9976	12,009.0887	2,804.8995	14,813.9882	289,464.5816	2,545,372.2097	2,834,836.7914	324.4922	24.1544	2,849,139.0020

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Energy	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
Mobile	899.6566	1,700.8306	8,048.1683	32.1539	117,355.7668	42.2389	117,398.0057	12,009.0887	38.9621	12,048.0507		2,343,054.1849	2,343,054.1849	50.6722		2,344,118.3010
Total	17,574.0407	2,021.9545	28,319.6253	40.5785	117,355.7668	2,808.2308	120,163.9976	12,009.0887	2,804.8995	14,813.9882	289,464.5816	2,545,372.2097	2,834,836.7914	324.4922	24.1544	2,849,139.0020

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/24/2017	5	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0794	0.9907	2.4000e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		190.6401	190.6401	8.2900e-003		190.8141
Total	0.0618	0.0794	0.9907	2.4000e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		190.6401	190.6401	8.2900e-003		190.8141

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0794	0.9907	2.4000e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		190.6401	190.6401	8.2900e-003		190.8141
Total	0.0618	0.0794	0.9907	2.4000e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		190.6401	190.6401	8.2900e-003		190.8141

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	899.6566	1,700.8306	8,048.1683	32.1539	117,355.7668	42.2389	117,398.057	12,009.0887	38.9621	12,048.0507		2,343,054.1849	2,343,054.1849	50.6722		2,344,118.3010
Unmitigated	899.6566	1,700.8306	8,048.1683	32.1539	117,355.7668	42.2389	117,398.057	12,009.0887	38.9621	12,048.0507		2,343,054.1849	2,343,054.1849	50.6722		2,344,118.3010

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	31,717.67	34,461.08	29214.91	118,235,941	118,235,941
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	14,491.41	15,744.84	13347.93	54,020,535	54,020,535
General Light Industry	65,343.61	12,374.97	6374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1411.99	45,725,259	45,725,259
Regional Shopping Center	40,192.27	46,772.42	23624.89	70,284,983	70,284,983
Strip Mall	176,434.82	167,358.30	81330.40	257,831,694	257,831,694
Total	386,536.30	279,989.50	155,536.07	789,550,247	789,550,247

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
NaturalGas Unmitigated	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	132011	1.4237	12.1657	5.1769	0.0777		0.9836	0.9836		0.9836	0.9836		15,530.7166	15,530.7166	0.2977	0.2847	15,625.2339
General Light Industry	503680	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25378.9	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58434.1	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	31516.6	0.3399	3.0899	2.5955	0.0185		0.2348	0.2348		0.2348	0.2348		3,707.8366	3,707.8366	0.0711	0.0680	3,730.4018
Strip Mall	134043	1.4456	13.1415	11.0388	0.0789		0.9988	0.9988		0.9988	0.9988		15,769.7437	15,769.7437	0.3023	0.2891	15,865.7157
Apartments Mid Rise	131566	1.4189	12.1247	5.1595	0.0774		0.9803	0.9803		0.9803	0.9803		15,478.3443	15,478.3443	0.2967	0.2838	15,572.5429
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	132.011	1.4237	12.1657	5.1769	0.0777		0.9836	0.9836		0.9836	0.9836		15,530.7166	15,530.7166	0.2977	0.2847	15,625.2339
General Light Industry	503.68	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25.3789	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58.4341	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	31.5166	0.3399	3.0899	2.5955	0.0185		0.2348	0.2348		0.2348	0.2348		3,707.8366	3,707.8366	0.0711	0.0680	3,730.4018
Strip Mall	134.043	1.4456	13.1415	11.0388	0.0789		0.9988	0.9988		0.9988	0.9988		15,769.7437	15,769.7437	0.3023	0.2891	15,865.7157
Apartments Mid Rise	131.566	1.4189	12.1247	5.1595	0.0774		0.9803	0.9803		0.9803	0.9803		15,478.3443	15,478.3443	0.2967	0.2838	15,572.5429
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Unmitigated	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.7108					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	642.5302					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,891.7870	216.3387	19,620.9305	7.7960		2,755.2029	2,755.2029		2,755.1484	2,755.1484	289,464.5816	81,669.1765	371,133.7581	270.5265	21.9617	383,622.9429
Landscaping	17.3924	6.6661	578.1741	0.0307		3.2141	3.2141		3.2141	3.2141		1,045.3321	1,045.3321	1.0011		1,066.3548
Total	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.7108					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	642.5302					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,891.7870	216.3387	19,620.9305	7.7960		2,755.2029	2,755.2029		2,755.1484	2,755.1484	289,464.5816	81,669.1765	371,133.7581	270.5265	21.9617	383,622.9429
Landscaping	17.3924	6.6661	578.1741	0.0307		3.2141	3.2141		3.2141	3.2141		1,045.3321	1,045.3321	1.0011		1,066.3548
Total	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Woodland GP Operations (South Alt)
Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,857.88	1000sqft	42.65	1,857,880.00	0
Regional Shopping Center	936.01	1000sqft	21.49	936,010.00	0
Strip Mall	3,980.93	1000sqft	91.39	3,980,930.00	0
General Light Industry	9,374.98	1000sqft	215.22	9,374,980.00	0
City Park	145.26	Acre	145.26	6,327,525.60	0
Apartments Mid Rise	4,813.00	Dwelling Unit	126.66	4,813,000.00	13765
Condo/Townhouse	2,199.00	Dwelling Unit	137.44	2,199,000.00	6289
Government Office Building	535.45	1000sqft	12.29	535,450.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	6.8	Precipitation Freq (Days)	54
Climate Zone	2			Operational Year	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction for operational modeling run

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	800.00	17.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Energy	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
Mobile	854.7740	1,885.3403	9,612.8380	29.5247	117,355.7668	42.4603	117,398.2272	12,009.0887	39.1658	12,048.2545		2,171,402.0195	2,171,402.0195	50.8526		2,172,469.9238
Total	17,529.1581	2,206.4643	29,884.2950	37.9493	117,355.7668	2,808.4522	120,164.2190	12,009.0887	2,805.1033	14,814.1919	289,464.5816	2,373,720.0443	2,663,184.6260	324.6726	24.1544	2,677,490.6248

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Energy	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
Mobile	854.7740	1,885.3403	9,612.8380	29.5247	117,355.7668	42.4603	117,398.2272	12,009.0887	39.1658	12,048.2545		2,171,402.0195	2,171,402.0195	50.8526		2,172,469.9238
Total	17,529.1581	2,206.4643	29,884.2950	37.9493	117,355.7668	2,808.4522	120,164.2190	12,009.0887	2,805.1033	14,814.1919	289,464.5816	2,373,720.0443	2,663,184.6260	324.6726	24.1544	2,677,490.6248

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/24/2017	5	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0996	0.8640	2.1100e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		168.1228	168.1228	8.2900e-003		168.2969
Total	0.0543	0.0996	0.8640	2.1100e-003	22.4350	1.2500e-003	22.4363	2.2688	1.1500e-003	2.2700		168.1228	168.1228	8.2900e-003		168.2969

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0996	0.8640	2.1100e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		168.1228	168.1228	8.2900e-003		168.2969
Total	0.0543	0.0996	0.8640	2.1100e-003	0.1816	1.2500e-003	0.1829	0.0484	1.1500e-003	0.0495		168.1228	168.1228	8.2900e-003		168.2969

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	854.7740	1,885.3403	9,612.8380	29.5247	117,355.7668	42.4603	117,398.272	12,009.0887	39.1658	12,048.2545		2,171,402.0195	2,171,402.0195	50.8526		2,172,469.9238
Unmitigated	854.7740	1,885.3403	9,612.8380	29.5247	117,355.7668	42.4603	117,398.272	12,009.0887	39.1658	12,048.2545		2,171,402.0195	2,171,402.0195	50.8526		2,172,469.9238

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	31,717.67	34,461.08	29214.91	118,235,941	118,235,941
City Park	230.96	230.96	230.96	569,603	569,603
Condo/Townhouse	14,491.41	15,744.84	13347.93	54,020,535	54,020,535
General Light Industry	65,343.61	12,374.97	6374.99	190,671,987	190,671,987
Government Office Building	36,908.57	0.00	0.00	52,210,245	52,210,245
Office Park	21,216.99	3,046.92	1411.99	45,725,259	45,725,259
Regional Shopping Center	40,192.27	46,772.42	23624.89	70,284,983	70,284,983
Strip Mall	176,434.82	167,358.30	81330.40	257,831,694	257,831,694
Total	386,536.30	279,989.50	155,536.07	789,550,247	789,550,247

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
Condo/Townhouse	16.80	7.10	7.90	42.60	21.00	36.40	86	11	3
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
Government Office Building	14.70	6.60	6.60	33.00	62.00	5.00	50	34	16
Office Park	14.70	6.60	6.60	33.00	48.00	19.00	82	15	3
Regional Shopping Center	14.70	6.60	6.60	16.30	64.70	19.00	54	35	11
Strip Mall	14.70	6.60	6.60	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.482064	0.068502	0.148828	0.142624	0.058603	0.006592	0.039838	0.040189	0.000921	0.001765	0.007545	0.000550	0.001979

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033
NaturalGas Unmitigated	10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	132011	1.4237	12.1657	5.1769	0.0777		0.9836	0.9836		0.9836	0.9836		15,530.7166	15,530.7166	0.2977	0.2847	15,625.2339
General Light Industry	503680	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25378.9	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58434.1	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	31516.6	0.3399	3.0899	2.5955	0.0185		0.2348	0.2348		0.2348	0.2348		3,707.8366	3,707.8366	0.0711	0.0680	3,730.4018
Strip Mall	134043	1.4456	13.1415	11.0388	0.0789		0.9988	0.9988		0.9988	0.9988		15,769.7437	15,769.7437	0.3023	0.2891	15,865.7157
Apartments Mid Rise	131566	1.4189	12.1247	5.1595	0.0774		0.9803	0.9803		0.9803	0.9803		15,478.3443	15,478.3443	0.2967	0.2838	15,572.5429
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	132.011	1.4237	12.1657	5.1769	0.0777		0.9836	0.9836		0.9836	0.9836		15,530.7166	15,530.7166	0.2977	0.2847	15,625.2339
General Light Industry	503.68	5.4319	49.3804	41.4796	0.2963		3.7529	3.7529		3.7529	3.7529		59,256.5215	59,256.5215	1.1358	1.0864	59,617.1468
Government Office Building	25.3789	0.2737	2.4881	2.0900	0.0149		0.1891	0.1891		0.1891	0.1891		2,985.7486	2,985.7486	0.0572	0.0547	3,003.9194
Office Park	58.4341	0.6302	5.7288	4.8122	0.0344		0.4354	0.4354		0.4354	0.4354		6,874.6051	6,874.6051	0.1318	0.1260	6,916.4428
Regional Shopping Center	31.5166	0.3399	3.0899	2.5955	0.0185		0.2348	0.2348		0.2348	0.2348		3,707.8366	3,707.8366	0.0711	0.0680	3,730.4018
Strip Mall	134.043	1.4456	13.1415	11.0388	0.0789		0.9988	0.9988		0.9988	0.9988		15,769.7437	15,769.7437	0.3023	0.2891	15,865.7157
Apartments Mid Rise	131.566	1.4189	12.1247	5.1595	0.0774		0.9803	0.9803		0.9803	0.9803		15,478.3443	15,478.3443	0.2967	0.2838	15,572.5429
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		10.9637	98.1191	72.3525	0.5980		7.5749	7.5749		7.5749	7.5749		119,603.5162	119,603.5162	2.2924	2.1927	120,331.4033

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977
Unmitigated	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.7108					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	642.5302					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,891.7870	216.3387	19,620.9305	7.7960		2,755.2029	2,755.2029		2,755.1484	2,755.1484	289,464.5816	81,669.1765	371,133.7581	270.5265	21.9617	383,622.9429
Landscaping	17.3924	6.6661	578.1741	0.0307		3.2141	3.2141		3.2141	3.2141		1,045.3321	1,045.3321	1.0011		1,066.3548
Total	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.7108					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	642.5302					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15,891.7870	216.3387	19,620.9305	7.7960		2,755.2029	2,755.2029		2,755.1484	2,755.1484	289,464.5816	81,669.1765	371,133.7581	270.5265	21.9617	383,622.9429
Landscaping	17.3924	6.6661	578.1741	0.0307		3.2141	3.2141		3.2141	3.2141		1,045.3321	1,045.3321	1.0011		1,066.3548
Total	16,663.4204	223.0048	20,199.1046	7.8267		2,758.4170	2,758.4170		2,758.3625	2,758.3625	289,464.5816	82,714.5086	372,179.0902	271.5276	21.9617	384,689.2977

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

YSAQMD-Permitted Stationary Sources within City Limits	
Company Name	Address
Bunge Milling, Inc.	845 Kentucky Avenue
SunFoods, LLC	1620 East Kentucky Avenue
Adams Grain Company	County Road 102 & Highway 16
Adams Grain Company	1030 East Street
Prime Conduit, Inc.	1776 East Beamer Street
Pacific Coast Producers	1376 Lemen Avenue
Inter-State Oil Company	183 West Main Street
Sahota Enterprises, Inc.	3 Main Street
California Highway Patrol	13739 Andrew Stevens Drive
Gayle Manufacturing Company	1455 East Kentucky Avenue
Inter-State Oil Company	180 West Main Street
Dumars, Inc.	203 East Street
Robert's Mini Mart	450 County Road 102
Pacific Gas and Electric Company	50 Kentucky Avenue
Gas N Food, Inc.	300 West Street
Win Fung Investment Corporation	596 North East Street
Norman O. Williams, Inc.	208 Main Street
Inter-State Oil Company	801 East Street
Tower Energy Group dba Tower Mart #125	901 East Street
Sanghera's Chevron	5 West Main Street
Woodland Body Works	1424 East Main Street
MYS DP, Inc.	64 West Court Street
Jackpot Market & Deli	615 East Street
Woodland Biomass Power Ltd.	1786 E. Kentucky Avenue
Truck Accessories Group, LLC	1686 East Beamer Street
American International Manufacturing	1230 Fortna Avenue
Andy's ARCO	313 West Main Street
Hardwood Creations	1785 East Main Street, #2
Bob Kergel	370 Kentucky Avenue
Lindstrom's Auto Body	1217 East Beamer Street
Lopez Quality Autobody	1575 Case Place
Jesse's Colors	455 Harter Avenue, Suite B
Superior Classic Custom	1038 Elliot Street
Quik Stop Markets, Inc.	1400 East Main Street
Quik Stop Markets, Inc.	10 Kentucky Avenue
Hopefull LLC	454 North East Street
Woodland Chevron	1592 East Main Street
Syar Industries, Inc.	39820 Kentucky Avenue
Watts Regulator Company	1485 Tanforan Avenue
Quality Painting & Body Shop	1116 Gum Avenue, Suite A
Amos Metz Rentals	38532 Kentucky Avenue
Associated Surface Prep., Inc.	1240 Alice Street
Central Valley Builders Supply	535 North Pioneer Avenue
Classic Marble	1787 East Main Street, Suite 6
Colombara's Cabinet & Millwork, Inc.	421 4th Street
CPI ECONCO DIVISION	1318 Commerce Avenue

YSAQMD-Permitted Stationary Sources within City Limits	
Company Name	Address
Halliburton Energy Services	1990 Hays Lane
Woodland Motors	1680 East Main Street
PGP International, Inc.	351 Hanson Way
CRC Distribution LLC	22 North Pioneer Avenue
Skyline Homes, Inc.	1720 East Beamer Street
PT Welding	1960 East Main Street
Woodland Healthcare	1325 Cottonwood Street
Woodland Nut Oils, Division of California Oil Corp.	16675 County Road 98 B, Woodland
Woodland Welding Works	1955 East Main Street
Pacific Coast Producers	1 Mile East of County Road 102, South of I-5
AP Plumbing & Fire, Inc.	21 Harter Avenue
Ralph Hayes and Son, Inc.	41740 East Main Street
Pacific Bell	629 Lincoln Avenue
Woodland, City of	College Street and Delores Drive (Well #16)
Woodland, City of	Ferns Park (Well #11)
Woodland, City of	Claassen Way (Well # 14)
Woodland, City of	El Dorado Drive and County Road 98 (Well # 17)
Woodland, City of	20 Sutter Street (Well #19)
Woodland, City of	2395 East Main Street
Woodland, City of	42929 County Road 24
Impressive Auto Body & Paint, Inc.	345 North Pioneer Avenue
DC Trailer Service, Inc.	1233 Fortna Avenue
Target Corporation	2050 East Beamer Street
New Cingular Wireless PCS LLC	824 North East Street
Sahota Enterprises Inc.	2020 East Main Street
Cottonwood Healthcare	625 Cottonwood Street
Walgreens	2370 East Main Street
Woodland, City of	300 First Street
Woodland, City of	1550 Springlake Court
Woodland, City of	1763 Gum Avenue (Well #22)
Yolo County General Services Department	2420 East Gibson Road
Cottonwood Investors, Inc.	628 Cottonwood Street
Orchard Supply Hardware	1350 East Main Street
Home Depot, The	1860 East Main Street
Johnston Trading, Inc.	11 North Pioneer Avenue
Ramos Oil Company	597 North East Street
Entravision Radio	19245 County Road 102
Rite Aid Corporation	1755 East Beamer Street
Western Wood Treating, Inc.	1492 Churchill Downs Avenue
California Department of Transportation	624 North East Street
Woodland, City of	1000 Lincoln Avenue
A.S.L. Xpress Painting & Body Work	311 C Street
Raley's / Bel-Air	1813 East Gibson Road
Yolo County General Services Department	120 West Main Street
Yolo County General Services Department	2880 East Gibson Road
Zendejas Bros.	1462 Tanforan Avenue Suite D

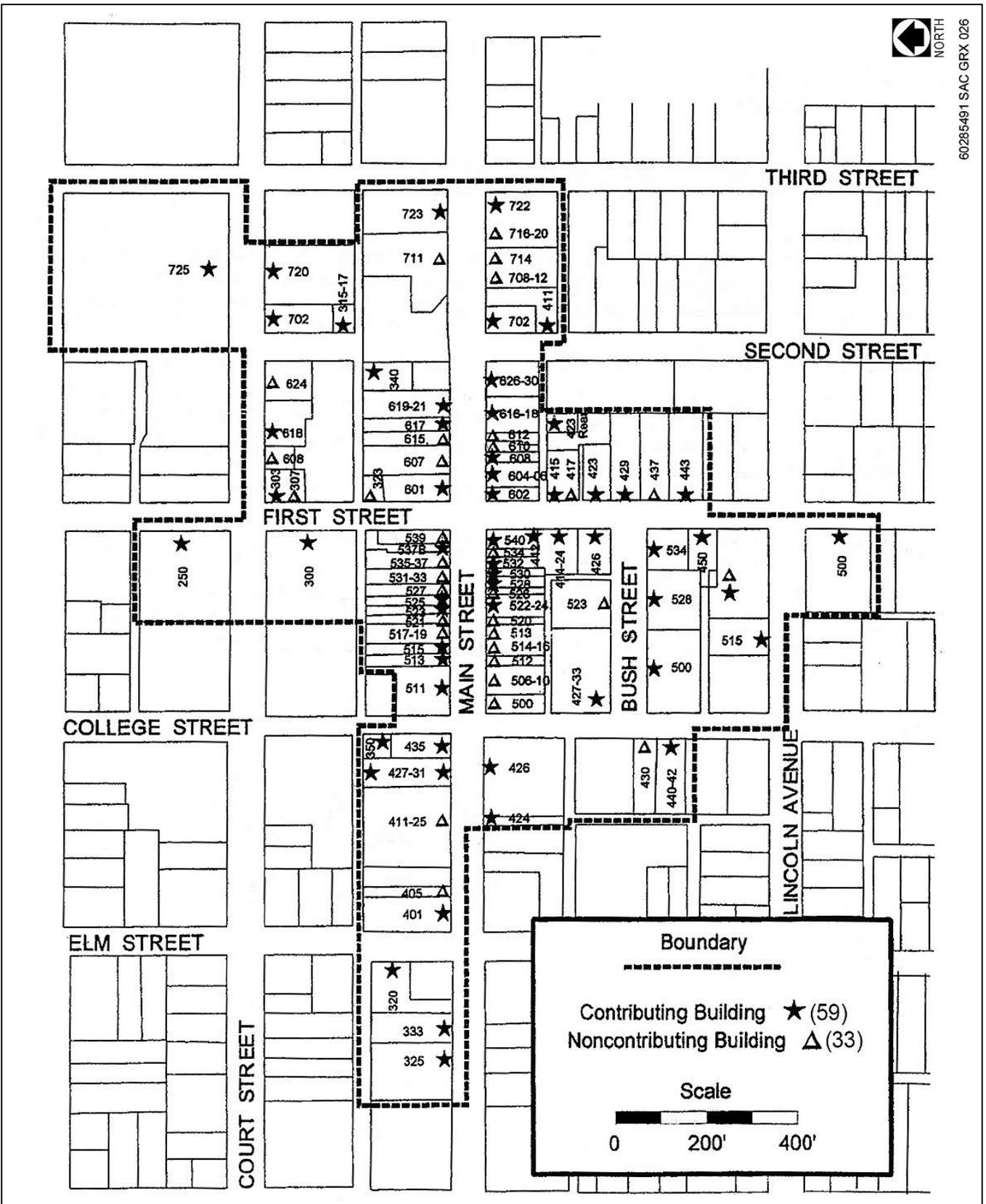
YSAQMD-Permitted Stationary Sources within City Limits	
Company Name	Address
Morgan Tire of Sacramento, Inc.	1312 Paddock Place
Penske Truck Collision Repair	1954 East Main Street
Woodland, City of	Farmers Central Road
Woodland, City of	101 Court Street
Walgreens	531 Quality Court
Towne Exploration	Section 1, Township 9N, Range 2E
Yolo County General Services Department	725 Court Street
Yolo County General Services Department	213 Third Street
Yolo County General Services Department	625 Court Street
Yolo County General Services Department	137 North Cottonwood Street
Woodland, City of	1699 Meikle Drive
Signature Clean, Inc.	1462 Tanforan Avenue Suite F
The Californian	1224 Cottonwood Street
Puroast Coffee	1221 Commerce Avenue
Woodland, City of	155 North West Street
Verizon Wireless	25 Matmor Road
Woodland Skilled Nursing Facility	678 Third Street
COSTCO Gasoline	2259 Bronze Star Drive
Certified Foods, Inc.	41970 East Main Street
Certified Foods, Inc.	41970 East Main Street
Doan's Auto Body & Paint	44 Harter Avenue
Woodland, City of	520 Court Street
Takhar Properties	16435 County Road 99
Target Corporation	2185 Bronze Star Drive
Raley's / Bel-Air	1885 East Gibson Road
Indian Harvest Specialtifooods, Inc.	1277 Santa Anita Court
Raley's / Bel-Air	367 West Main Street
Woodland, City of	202 Beamer Street
Yolo Emergency Communications Agency	35 North Cottonwood Street
Bullseye Farms	40150 County Road 25A
St. John's Retirement Village	135 Woodland Avenue
True Value Company	215 North Pioneer Avenue
Allweather Wood	18 North Pioneer Avenue
Western Food, LLC	420 North Pioneer Avenue
Food 4 Less	451 Pioneer Avenue
Woodland Joint Unified School District	21 North West Street
Splash of Color	1787 East Main Street, Suite 13
Main St. Autobody & Paint	2050 East Main Street, Suite H
Leyva Auto Body	39608 Kentucky Avenue, Suite B
Adams Warehouse Company	1020 East Street
Metro Metals, LLC	19389 County Road 102
Notes: TAC = toxic air contaminants; SVAB = Sacramento Valley Air Basin; PM = particulate matter.	
Source: YSAQMD 2012.	

APPENDIX D

Cultural Resources

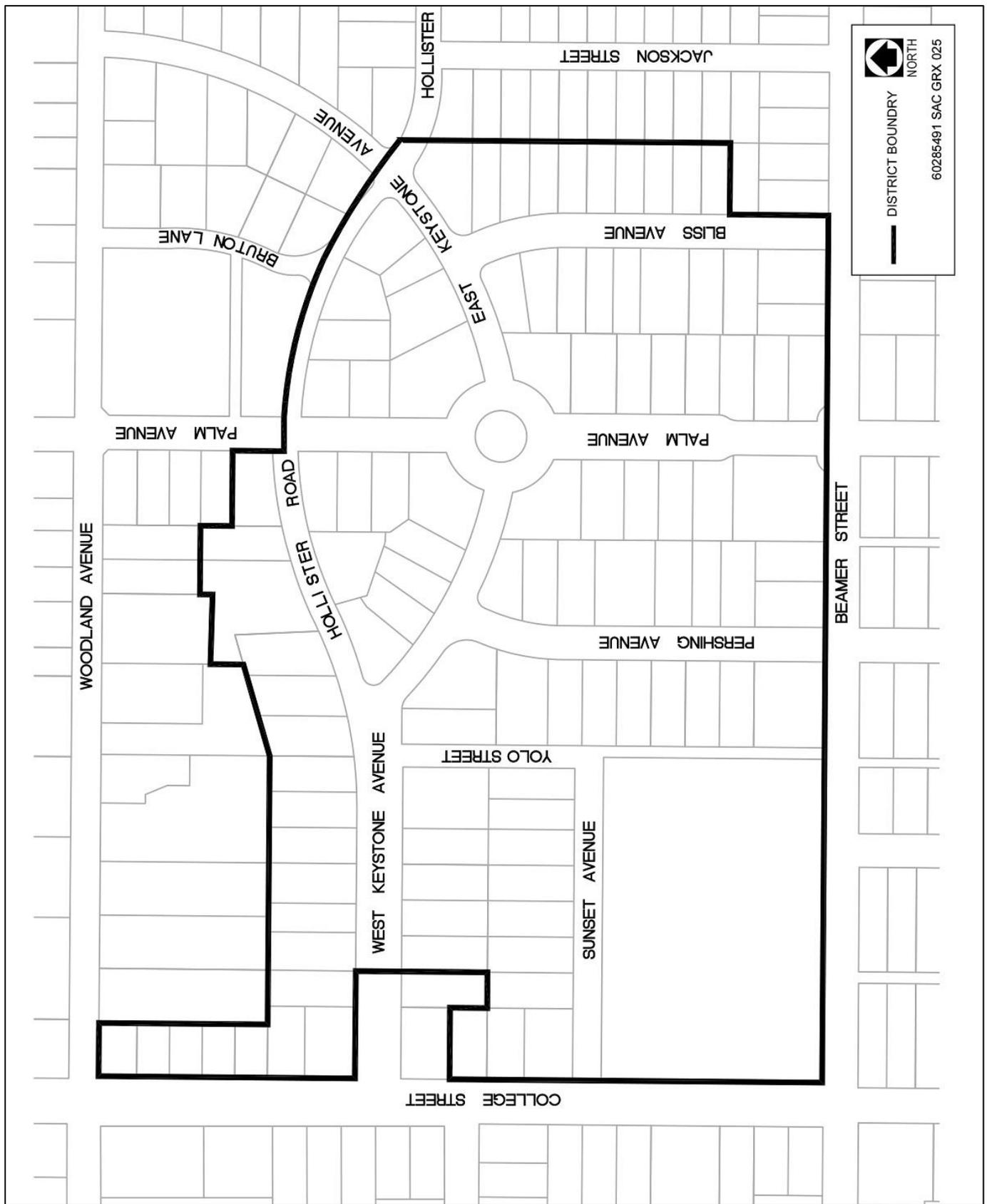
APPENDIX D

CULTURAL RESOURCES



Source: City of Woodland (1999) National Register of Historic Places Registration Form.

Figure E-1 – Downtown Woodland Historic District



Source: City of Woodland 2016

Figure D-2 – Motroni Honorary District

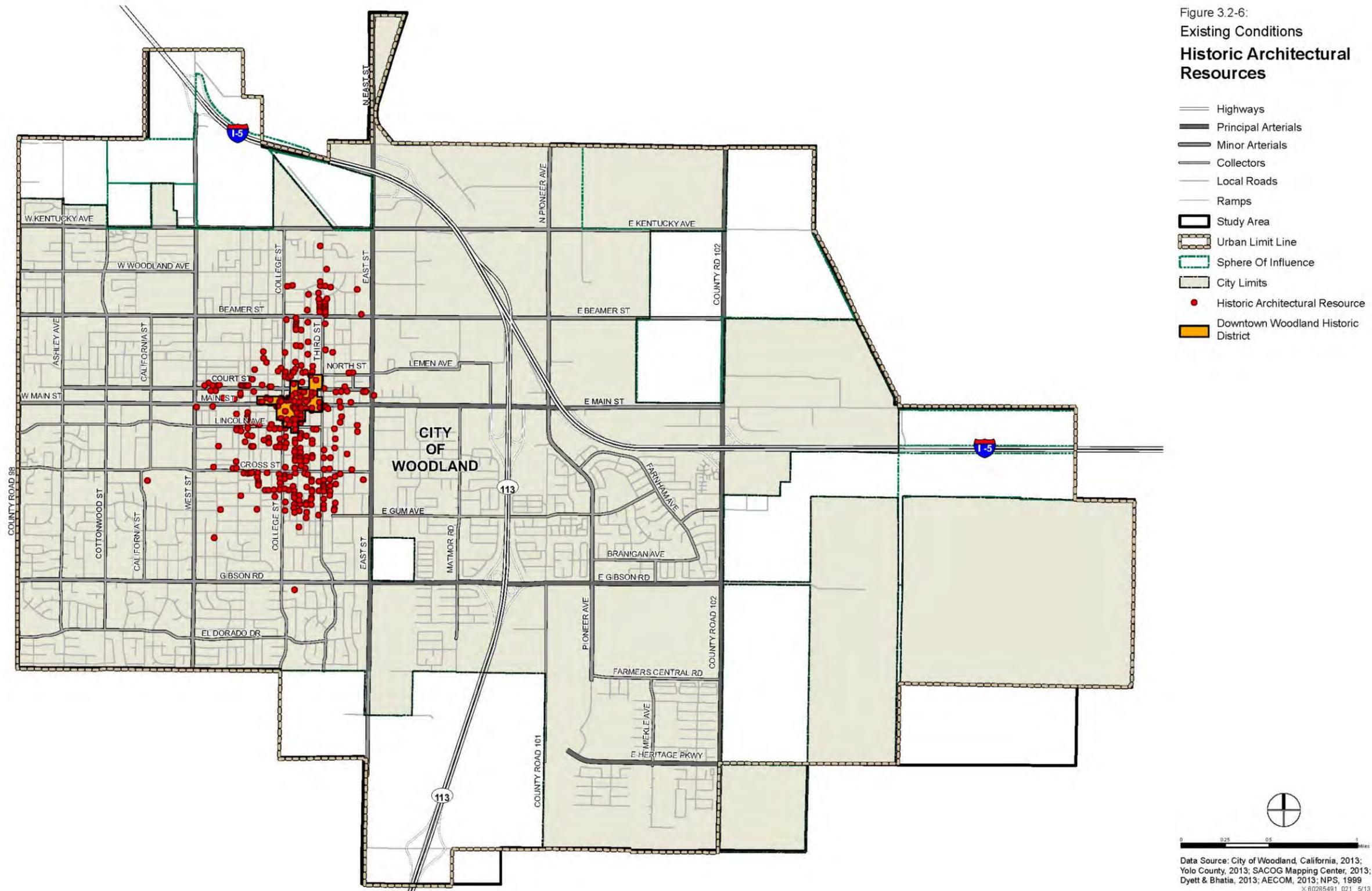


Figure D-5

Historic Architectural Resources

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Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
R. H. Beamer House (including the Summer Kitchen and the Iron Fence) 19 3 rd Street	NRIS #82002283	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR)
Walnut Street School (Rhoda Maxwell School) 175 Walnut Street	NRIS #06000144	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR)
William B. Gibson House 512 Gibson Road	NRIS #76000542 California Point of Historical Interest SPHI-YOL-008	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 7L (State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1989 – Needs to be reevaluated using current standards) 5 City of Woodland Historic District
Yolo County Courthouse* 725 Court Street	NRIS #86003660 and #99000471 California Point of Historical Interest SPHI-YOL-007	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 3S (Appears eligible for the NRHP as an individual property through survey evaluation)5 City of Woodland Historic District 7L (State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1989 – Needs to be reevaluated using current standards)
Hotel Woodland* 426 Main Street	NRIS #94001225 and #99000471	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
James Moore House Southwest of Woodland (outside of General Plan Study Area)	NRIS #78000827	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR)
Nelson Ranch CA 18C between CA113 and 102 (outside of General Plan Study Area)	NRIS #72000266	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR)
Porter Building* 511 Main Street	NRIS #78000828 and #99000471	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Woodland I.O.O.F Hall* 723 Main Street	NRIS #82002284 and #99000471	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Woodland Public Library* 250 1 st Street	NRIS #81000183 and #99000471	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 3S (Appears eligible for the NRHP as an individual property through survey evaluation))
Woodland Opera House* 340 2 nd Street	NRIS #71000212 and #99000471 California State Historical Landmark No. 851	1S (Individual property listed in the NRHP by the Keeper. Listed in the CRHR) 1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 1CL (Automatically listed in the California Register – Includes State Historical Landmarks 770 and above) 5 City of Woodland Historic District
Woodland City Hall* 300 1 st Street	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
303 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
412 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
W. G. Hunt Building 414 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR); 5S2 (Individual property that is eligible for local listing or designation)
415 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
423 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
423 1 st Street (rear building)*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Jackson Apartments 426 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 3S (Appears eligible for the NRHP as an individual property through survey evaluation) 5 City of Woodland Historic Landmark
School/Alge Residence, Woodland Co. 429 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Mulcahy's Frozen Food Lockers 443 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Woodland Congregational Church 450 1 st Street*	NRIS #99000471 California Point of Historical Interest SPHI-YOL-004	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 7L (State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1989 – Needs to be reevaluated using current standards)
Lowe Marks Residence 458 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
500 1 st Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Aqua Adventures 315 2 nd Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Johnson Stables 411 2 nd Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Woodland BPOE Lodge #1299/Elks Lodge* 500 Bush Street	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Purity Market 528 Bush Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Yolo Grocery 534 Bush Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
350 College Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
427 College Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
George Whitney Four-Plex 440 College Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Truitt House 618 Court Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Former Daily Democrat Office 702 Court Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
U. S. Post Office* 720 Court Street	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5D2 (Contributor to a district that is eligible for local listing or designation)
320 Elm Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Boy Scout Cabin* 515 Lincoln Avenue	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
325 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
333 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Winston Tires 401 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
424 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Woodland Stationary 427 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
427 Main Street (rear building)*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Bank of Woodland 435 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
513 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Wirth Furniture 515 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Mode O'Day 522 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Singer Dewing Machines 523 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Fong's Cafe 525 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Damas & Sons 528 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Stone and Hearth Shop 530 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Woody's Jewelers 532 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
The Carpet Dealer Building 2 534 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Sportsmen's Club 535 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Army-Navy Surplus 537 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Capital Hotel/Planter House 601 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Physician Building/Corner Drug 602 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Armstrong & Alge Building 604 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
S. Hyman Building/Kennedy's Antiques 608 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
R. B. Cranston Hardware 614 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Armfield Building 617 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Leithold Pharmacy Building 619 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Karlstad's TV & Appliances 702 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR)
Krellenberg's Funeral Home 722 Main Street*	NRIS #99000471	1D (Contributor to a district or multiple property resource proper listed in the NRHP by the Keeper; Listed in the CRHR) 5S2 (Individual property that is eligible for local listing or designation)
Gable Mansion 659 1 st Street	California State Historical Landmark No. 864	1CL (Automatically listed in the CRHR – Includes State Historical Landmarks 770 and above) 3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Sacramento and Woodland Electric Railroad		2S2 (Individual property determined eligible for the NRHP by a consensus through Section 106 without review by SHPO. Listed in the CRHR)
Sothorn Pacific Railroad Depot 420 East Street		2S2 (Individual property determined eligible for the NRHP by a consensus through Section 106 without review by SHPO. Listed in the CRHR)
Thomas Stevens 525 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Hunt House 546 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Nicholson Cranston 610 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Blevins House 618 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Laugenour-Walker 627 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Merritt-Campbell, Stokes 632 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Spaulding-Whiteside Residence 638 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Stephens House 756 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Porter House 810 1 st Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
E. E. Leake, Miller House 547 2 nd Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Rhodes, Miller, McGrath Residence 704 2 nd Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Casa Pobreza / Newman Residence 816 2 nd Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Morris Pritchard House 930 2 nd Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Alvarez House 609 3 rd Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Stephens-Cahn, Rinker House 708 College Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Gaddis Harness Building 734 College Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
1059 Court Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Geer House 704 Elm Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Francis M. Brown Residence 422 Lincoln Avenue		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
924 Main Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Park House 125 Oak Avenue		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Bottlob Mast House, Robert Past House 206 Pendegast Street		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Baird Residence 55 Pershing Avenue		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Hansen House 279 SR 113		3S (Appears eligible for the NRHP as an individual property through survey evaluation)
Woodland Cemetery and St. Joseph's 800 West Street		3B (Appears eligible for the NRHP both individually and as a contributor to a NRHP eligible district through survey evaluation) 5 (properties recognized as Historical Significant by Local Government) City of Woodland Historic Landmark
2 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
6 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
Woodland Park Entrance Gate 9 Palm Avenue		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
9 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
10 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
15 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
18 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
19 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
22 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
25 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
Wodeman House 26 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
31 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
32 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
Kidder House 36 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
41 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
Ernst House 43 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
50 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
53 Palm Avenue**		3D (Appears eligible for the NRHP as a contributor to a NRHP eligible district through survey evaluation)
Beamer-Motroni Neighborhood		5 (properties recognized as Historical Significant by Local Government) City of Woodland Honorary Historic Neighborhood District
Roughly bound by College Street on the west, Beamer Street to the South, Jackson Street to the east, and Woodland Avenue to the north		5 (properties recognized as Historical Significant by Local Government) City of Woodland Honorary Historic Neighborhood District
Library Block Palm Trees		5 (properties recognized as Historical Significant by Local Government) City of Woodland Local Designated Landmark
Traughber House 163 2nd Street		5 (properties recognized as Historical Significant by Local Government) City of Woodland Historic Landmark
Saint Luke's Episcopal Church 515 2nd Street		5 (properties recognized as Historical Significant by Local Government) City of Woodland Historic Landmark

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Calfee and Young Law Offices/ Coleman House 611 North Street		5 (properties recognized as Historical Significant by Local Government) City of Woodland Historic Landmark
Kendra House 4 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Noel House 12 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Slater House 22 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Orling House 39 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Canevart House 64 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Nusz House 68 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Krug House 72 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Schoordijk Residence 103 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Eilbert House 104 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
McNeil House 152 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Webb House 161 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Lazlo's European Restaurant 172 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
323 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
437 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Bill Boyce Residence 451 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Thomas-Greaser 515 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
McGriff 531 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Morris House 536 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Stille Home 603 1 st Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Neumann House 631 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Murray House 639 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Jones House 644 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Vekrasla 645 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Greeman-Pryor 666 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Lawson House 742 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Granville and Percy Hurst House 803 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Heinson House 804 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Lee Young House 817 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Reddoch House 826 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Carston House 900 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Aulman House 904 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Boyce residence, Pearson House 907 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Mary Day House 914 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Cortez House 1009 1 st Street		5S2 (Individual property that is eligible for local listing or designation)
Horgan House 16 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Gabbard House 70 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Perry House 122 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Kraft Bros. Funeral 175 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
212 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Lawhead, Hightower 520 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Salazar 539 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Mendez 622 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Lapsley 625 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Marcias 626 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Davis House 637 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Dumars House 727 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Bowers House 729 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Davis House 744 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Rademaker House 755 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Murray House 757 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Fetters House 807 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Nielson House 809 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Wais Residence 819 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Dawley House 840 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Sewell House 914 2 nd Street		5S2 (Individual property that is eligible for local listing or designation)
Ingraham House 109 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Vondorsten House 137 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Montgomery House 633 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Nantz House 699 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Carrow House 714 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Stepp House 733 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Fisher House 741 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Phipps House 745 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Cloud House 750 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Reed House 753 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Reynolds House 765 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Frank House 815 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Henry House 829 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Lay House 901 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Scarlett House 918 3 rd Street		5S2 (Individual property that is eligible for local listing or designation)
Heilman 118 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Cavanaugh 535 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Gerri House 605 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Blackard House 628 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Court Apartments 717 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Humphrey House 720 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Kulhanek House 735 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Galindo House 740 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Rominger House 750 4 th Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Wolff House 804 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Miller House 825 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Duggan House 841 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
Delander House 845 4 th Street		5S2 (Individual property that is eligible for local listing or designation)
430 5 th Street		5S2 (Individual property that is eligible for local listing or designation)
456 5 th Street		5S2 (Individual property that is eligible for local listing or designation)
609 5 th Street		5S2 (Individual property that is eligible for local listing or designation)
660 6 th Street		5S2 (Individual property that is eligible for local listing or designation)
Ebell House 106 Bartlett Avenue		5S2 (Individual property that is eligible for local listing or designation)
Chalmers House 611 Bartlett Avenue		5S2 (Individual property that is eligible for local listing or designation)
Ball House 1017 Beamer Street		5S2 (Individual property that is eligible for local listing or designation)
301 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
313 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Cherokee Court Apartments 317 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
St. John's Church of Woodland 432 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Stone House 504 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Bockmier House 508 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Tuold House 513 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Lee House 630 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)
Burns House 642 Cleveland Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Borach House 5 College Street		5S2 (Individual property that is eligible for local listing or designation)
Branigan House 125 College Street		5S2 (Individual property that is eligible for local listing or designation)
Ingraham House 172 College Street		5S2 (Individual property that is eligible for local listing or designation)
504 College Street		5S2 (Individual property that is eligible for local listing or designation)
509 College Street		5S2 (Individual property that is eligible for local listing or designation)
Porter-La Bonte Cottage 527 College Street		5S2 (Individual property that is eligible for local listing or designation)
Peyton & DiMaio 534 College Street		5S2 (Individual property that is eligible for local listing or designation)
Zeigler House 552 College Street		5S2 (Individual property that is eligible for local listing or designation)
Parrish House 555 College Street		5S2 (Individual property that is eligible for local listing or designation)
Gould House 560 College Street		5S2 (Individual property that is eligible for local listing or designation)
Morley House 603 College Street		5S2 (Individual property that is eligible for local listing or designation)
Peek-Fisher Residence 667 College Street		5S2 (Individual property that is eligible for local listing or designation)
Nardinelli House 705 College Street		5S2 (Individual property that is eligible for local listing or designation)
Webb House 709 College Street		5S2 (Individual property that is eligible for local listing or designation)
Wright House 711 College Street		5S2 (Individual property that is eligible for local listing or designation)
Abbott House 720 College Street		5S2 (Individual property that is eligible for local listing or designation)
Bigelow House 746 College Street		5S2 (Individual property that is eligible for local listing or designation)
Coldwell House 749 College Street		5S2 (Individual property that is eligible for local listing or designation)
Hildebrand House 754 College Street		5S2 (Individual property that is eligible for local listing or designation)
Bradford House 825 College Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Nickell House 909 College Street		5S2 (Individual property that is eligible for local listing or designation)
21 Court Street		5S2 (Individual property that is eligible for local listing or designation)
101 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Streng Realty 113 Court Street		5S2 (Individual property that is eligible for local listing or designation)
123 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Dods House 124 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Bucher & Rooney 127 Court Street		5S2 (Individual property that is eligible for local listing or designation)
130 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Calfee & Young 203 Court Street		5S2 (Individual property that is eligible for local listing or designation)
211 Court Street		5S2 (Individual property that is eligible for local listing or designation)
215 Court Street		5S2 (Individual property that is eligible for local listing or designation)
219 Court Street		5S2 (Individual property that is eligible for local listing or designation)
221 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Murphy House 335 Court Street		5S2 (Individual property that is eligible for local listing or designation)
403 Court Street		5S2 (Individual property that is eligible for local listing or designation)
405 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Cummings House 609 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Yolo County Public Defender's Office 815 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Lauricella Building 902-908 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Villegas House 920 Court Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Wirth Family Home 933 Court Street		5S2 (Individual property that is eligible for local listing or designation)
938 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Robert House 1004 Court Street		5S2 (Individual property that is eligible for local listing or designation)
Brown House 241 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Dickey House, Esdaile House 310 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Atkinson House 316 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Christinson House 318 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Oxley House 320 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Little House 416 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Motroni House / Epperson House 520 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Karlstad House 540 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Copeland House 617 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Ingraham House 620 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Giger House 821 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
Elston House 920 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
1152 Cross Street		5S2 (Individual property that is eligible for local listing or designation)
143-145 East Street		5S2 (Individual property that is eligible for local listing or designation)
Warford's Auto Sales 315 East Street		5S2 (Individual property that is eligible for local listing or designation)
Hansen House 146 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Poole House 535 Elm Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Harrison and Shipley House 540 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Dietz House 543 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Poole House 547 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Solgado House 716 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Christison House 730 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Christison House 736 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Springer House 742 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Eager House 902 Elm Street		5S2 (Individual property that is eligible for local listing or designation)
Stowe House, Anteche House 725 Hollister Road		5S2 (Individual property that is eligible for local listing or designation)
Nock 812 Hollister road		5S2 (Individual property that is eligible for local listing or designation)
Lecornec House 210 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
Hutchings House 321 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
Lynch House 325 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
J. K. Smith House, Stanely Poole House 406 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
George Whitney Homes 407-409 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
Nix House 718 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
900 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
1101 Lincoln Avenue		5S2 (Individual property that is eligible for local listing or designation)
Henson House 123 Locust Street		5S2 (Individual property that is eligible for local listing or designation)
Dobbs House, Contreras House 143 Locust Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Mengali Florist, Pugh Monument 2 Main Street		5S2 (Individual property that is eligible for local listing or designation)
106-108 Main Street		5S2 (Individual property that is eligible for local listing or designation)
127 Main Street		5S2 (Individual property that is eligible for local listing or designation)
Payne House Site, Nugget Supermarket 173 Main Street		5S2 (Individual property that is eligible for local listing or designation)
800-804 Main Street		5S2 (Individual property that is eligible for local listing or designation)
808 Main Street		5S2 (Individual property that is eligible for local listing or designation)
810-812 Main Street		5S2 (Individual property that is eligible for local listing or designation)
816 Main Street		5S2 (Individual property that is eligible for local listing or designation)
917 Main Street		5S2 (Individual property that is eligible for local listing or designation)
California Highway Patrol Station 1017 Main Street		5S2 (Individual property that is eligible for local listing or designation)
Seiber House 656 McKinley Avenue		5S2 (Individual property that is eligible for local listing or designation)
Babe House 1106 McKinley Avenue		5S2 (Individual property that is eligible for local listing or designation)
Egidio House 427 North Street		5S2 (Individual property that is eligible for local listing or designation)
Dixon House 503 North Street		5S2 (Individual property that is eligible for local listing or designation)
Waldeck House 504 North Street		5S2 (Individual property that is eligible for local listing or designation)
Morgan House 512 North Street		5S2 (Individual property that is eligible for local listing or designation)
Woodland Community Art Center 516 North Street		5S2 (Individual property that is eligible for local listing or designation)
Millsap House 525 North Street		5S2 (Individual property that is eligible for local listing or designation)
Raquel's Restaurant 619 North Street		5S2 (Individual property that is eligible for local listing or designation)
Quist House 527 North Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Krupp House 945 North Street		5S2 (Individual property that is eligible for local listing or designation)
1003-1007 North Street		5S2 (Individual property that is eligible for local listing or designation)
Withrow House 303 Oak Avenue		5S2 (Individual property that is eligible for local listing or designation)
Young House 309 Oak Avenue		5S2 (Individual property that is eligible for local listing or designation)
Hendrickson House 421 Oak Avenue		5S2 (Individual property that is eligible for local listing or designation)
1060 Oak Street		5S2 (Individual property that is eligible for local listing or designation)
Azevedo House 828 Pacific Street		5S2 (Individual property that is eligible for local listing or designation)
Malstrom House 249 Palm Avenue		5S2 (Individual property that is eligible for local listing or designation)
Mann House 411 Pendegast Street		5S2 (Individual property that is eligible for local listing or designation)
Leiser House 421 Pendegast Street		5S2 (Individual property that is eligible for local listing or designation)
Perry Hiatt House, Childress House 448 Pendegast Street		5S2 (Individual property that is eligible for local listing or designation)
Conter House 449 Pendegast Street		5S2 (Individual property that is eligible for local listing or designation)
Montoya House 515 Pendegast Street		5S2 (Individual property that is eligible for local listing or designation)
Ricci Home, Dettling House 19 Pershing Avenue		5S2 (Individual property that is eligible for local listing or designation)
104 Sutter Street		5S2 (Individual property that is eligible for local listing or designation)
Borba House, Edson House 503 W Keystone Avenue		5S2 (Individual property that is eligible for local listing or designation)
Fortna House 511 W Keystone Avenue		5S2 (Individual property that is eligible for local listing or designation)
McNeil House 211 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
301 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Knaggs House 424 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)

Table D.1 Known Cultural Resources (Sorted by California Historical Resource Status Code)		
Resource Name and Address	Reference Number	California Historical Resource Status Code
Wilkendorf House 434 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Hermann House 442 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Fisher House 445 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Lamoureaux House 446 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Miguel House 450 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Castellanos House 504 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Miller House 524 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Hiatt House 527 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Johnson-Boyer Houser 546 Walnut Street		5S2 (Individual property that is eligible for local listing or designation)
Kramer House 803 Woodland Avenue		5S2 (Individual property that is eligible for local listing or designation)
1120 Lincoln Avenue		Previously Determined Eligible
*Contributor to the Downtown Woodland Historic District (NRIS No. 99000471)		
**Palm Avenue Block		

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APPENDIX E

Noise Monitoring

**Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet**



Project: 60285491 - Woodland GP Update & EIR
Date: March 21, 2013 through March 25, 2013
Site: City of Woodland

Hour	Leq	Lmax	Lmin
14:00	59.9	76.7	44.3
15:00	65.1	72.2	44.0
16:00	64.4	77.7	44.0
17:00	61.0	79.0	43.6
18:00	60.0	71.0	43.2
19:00	66.2	70.5	44.8
20:00	57.3	68.3	43.7
21:00	56.6	70.0	43.8
22:00	55.3	78.1	41.7
23:00	52.9	63.4	39.8
0:00	51.6	60.7	38.1
1:00	51.1	65.7	37.1
2:00	51.8	65.5	37.4
3:00	52.1	68.9	38.2
4:00	52.7	75.1	38.5
5:00	55.1	82.2	41.0
6:00	56.9	73.7	43.8
7:00	58.9	68.9	45.6
8:00	60.1	77.6	46.9
9:00	61.8	80.8	45.0
10:00	63.5	73.1	43.6
11:00	62.7	78.8	44.3
12:00	63.4	71.4	43.1
13:00	60.4	80.5	43.0

Daytime (7 a.m. - 10 p.m.)
 Nighttime (10 p.m. - 7 a.m.)

Averages		
Leq	Lmax	Lmin
62.3	74.4	44.2
53.7	70.4	39.5

Daytime (7 a.m. - 10 p.m.)
 Nighttime (10 p.m. - 7 a.m.)

Uppermost-Level		
Leq	Lmax	Lmin
66.2	80.8	46.9
56.9	82.2	43.8

Percentage of Energy	
Daytime	92%
Nighttime	8%

Calculated L _{dn} , dBA
62.9

**Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet**



Project: 60285491 - Woodland GP Update & EIR
Date: March 21, 2013 through March 25, 2013
Site: City of Woodland

Hour	Leq	Lmax	Lmin		Averages		
					Leq	Lmax	Lmin
18:00	57.8	83.7	35.2				
19:00	46.6	66.5	35.5	Daytime (7 a.m. - 10 p.m.)	54.4	73.3	36.7
20:00	48.2	66.8	35.7	Nighttime (10 p.m. - 7 a.m.)	46.6	56.7	35.8
21:00	41.5	58.5	34.8				
22:00	39.3	55.0	33.4				
23:00	41.3	55.8	33.4				
0:00	45.4	54.9	35.0				
1:00	46.5	51.9	36.0				
2:00	47.5	54.6	35.5	Daytime (7 a.m. - 10 p.m.)	59.1	83.7	40.9
3:00	47.4	55.7	35.8	Nighttime (10 p.m. - 7 a.m.)	49.5	64.8	39.6
4:00	46.9	58.8	36.0				
5:00	48.0	58.5	37.8				
6:00	49.5	64.8	39.6				
7:00	52.8	74.1	40.9				
8:00	51.2	72.1	38.9				
9:00	55.2	71.5	37.7				
10:00	49.6	70.9	36.8				
11:00	55.9	80.1	36.6				
12:00	52.6	74.3	36.2				
13:00	50.1	68.2	36.7				
14:00	59.1	76.2	36.4				
15:00	58.5	77.8	37.5				
16:00	53.4	78.2	36.7				
17:00	53.9	80.9	35.7				
					Uppermost-Level		
					Leq	Lmax	Lmin
					Percentage of Energy		
					Daytime	91%	
					Nighttime	9%	
					Calculated L _{dn} , dBA		
					55.4		

**Long-Term 24 Hour Continuous Noise Monitoring
Model Input Sheet**



Project: 60285491 - Woodland GP Update & EIR
Date: March 21, 2013 through March 25, 2013
Site: City of Woodland

Hour	Leq	Lmax	Lmin
16:00	53.4	72.8	36.3
17:00	55.1	70.8	36.9
18:00	54.7	70.8	36.7
19:00	56.3	69.6	36.6
20:00	50.7	70.3	37.5
21:00	51.3	62.0	37.9
22:00	48.8	61.9	36.9
23:00	47.2	60.6	36.7
0:00	47.6	60.9	36.3
1:00	48.2	65.0	36.7
2:00	49.3	68.4	37.3
3:00	48.6	64.2	36.2
4:00	50.0	64.4	37.0
5:00	49.7	64.4	38.4
6:00	51.2	65.2	40.3
7:00	52.0	65.2	42.7
8:00	53.4	67.5	42.5
9:00	53.3	69.7	40.2
10:00	53.9	67.8	38.0
11:00	53.7	67.8	37.2
12:00	53.7	70.8	36.8
13:00	53.5	67.7	36.4
14:00	54.1	70.0	37.4
15:00	54.1	71.3	36.0

Daytime (7 a.m. - 10 p.m.)
 Nighttime (10 p.m. - 7 a.m.)

Averages		
Leq	Lmax	Lmin
53.8	68.9	37.9
49.1	63.9	37.3

Daytime (7 a.m. - 10 p.m.)
 Nighttime (10 p.m. - 7 a.m.)

Uppermost-Level		
Leq	Lmax	Lmin
56.3	72.8	42.7
51.2	68.4	40.3

Percentage of Energy	
Daytime	83%
Nighttime	17%

Calculated L _{dn} , dBA
56.6

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	457	45	50	93	2	5	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	710	45	50	93	2	5	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	821	45	50	93	2	5	87	0	13	
4	County Road 98	Main Street	W. Cross Street	950	45	50	93	2	5	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	832	45	50	93	2	5	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	577	45	50	93	2	5	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	110	30	50	93	2	5	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	299	30	50	93	2	5	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	734	30	50	93	2	5	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	625	30	50	93	2	5	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	500	30	50	93	2	5	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	470	30	50	93	2	5	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	250	30	50	93	2	5	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	342	30	50	93	2	5	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	615	30	50	93	2	5	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	876	30	50	93	2	5	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	798	25	50	93	2	5	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	750	30	50	93	2	5	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	662	30	50	93	2	5	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	350	30	50	93	2	5	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	550	30	50	93	2	5	87	0	13	
22	California Street	W. Main Street	W. Cross Street	450	30	50	93	2	5	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	130	30	50	93	2	5	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	864	30	50	93	2	5	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	712	30	50	93	2	5	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	935	30	50	93	2	5	87	0	13	
27	West Street	W. Court Street	W. Main Street	987	30	50	93	2	5	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	1009	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.7	55.3	63.8	67.1	25	80	254	803	2539
2	County Road 98	W. Kentucky Aver	W. Beamer Street	65.6	57.2	65.7	69.0	39	125	394	1246	3942
3	County Road 98	W. Beamer Street	W. Main Street	66.3	57.8	66.3	69.6	46	144	456	1442	4559
4	County Road 98	Main Street	W. Cross Street	66.9	58.5	66.9	70.2	53	167	527	1668	5274
5	County Road 98	W. Cross Street	W. Gibson Road	66.3	57.9	66.4	69.7	46	146	462	1461	4619
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.7	56.3	64.8	68.1	32	101	320	1013	3203
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	52.5	46.4	57.5	58.9	4	12	39	123	389
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	56.8	50.7	61.8	63.3	11	33	106	334	1057
9	Ashley Avenue	W. Court Street	W. Main Street	60.7	54.6	65.7	67.1	26	82	259	820	2592
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	60.0	53.9	65.0	66.5	22	70	221	698	2209
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	59.0	52.9	64.0	65.5	18	56	177	559	1766
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.8	52.7	63.8	65.2	17	53	166	525	1660
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	56.0	49.9	61.0	62.5	9	28	88	279	883
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.4	51.3	62.4	63.8	12	38	121	383	1210
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.9	53.8	64.9	66.4	22	69	217	687	2172
16	Cottonwood Street	W. Court Street	W. Main Street	61.5	55.4	66.5	67.9	31	98	309	978	3094
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.8	53.7	65.3	66.4	22	70	221	698	2206
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.8	54.7	65.8	67.2	26	84	265	838	2650
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.3	54.2	65.3	66.7	23	74	234	740	2340
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.5	51.4	62.5	63.9	12	39	124	391	1237
21	California Street	W. Beamer Street	W. Main Street	59.5	53.4	64.5	65.9	19	61	194	614	1943
22	California Street	W. Main Street	W. Cross Street	58.6	52.5	63.6	65.0	16	50	159	503	1590
23	California Street	W. Cross Street	W. Gibson Road	53.2	47.1	58.2	59.6	5	15	46	145	459
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.4	55.3	66.4	67.9	31	97	305	965	3052
25	N. West Street	W. Kentucky Aver	W. Beamer Street	60.6	54.5	65.6	67.0	25	80	252	796	2517
26	West Street	W. Beamer Street	W. Court Street	61.8	55.7	66.8	68.2	33	104	330	1044	3302
27	West Street	W. Court Street	W. Main Street	62.0	55.9	67.0	68.4	35	110	349	1102	3486
28	West Street	W. Main Street	W. Lincoln Avenu	62.1	56.0	67.1	68.5	36	113	356	1127	3563

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	957	30	50	93	2	5	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	974	30	50	93	2	5	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	596	30	50	93	2	5	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	306	30	50	93	2	5	87	0	13	
5	College Street	Beamer Street	Court Street	374	30	50	93	2	5	87	0	13	
6	College Street	Court Street	Main Street	453	30	50	93	2	5	87	0	13	
7	College Street	Main Street	Lincoln Avenue	434	25	50	93	2	5	87	0	13	
8	College Street	Cross Street	Gibson Road	430	25	50	93	2	5	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	350	30	50	93	2	5	87	0	13	
10	3rd Street	Beamer Street	Main Street	300	30	50	93	2	5	87	0	13	
11	3rd Street	Main Street	Cross Street	250	30	50	93	2	5	87	0	13	
12	3rd Street	Cross Street	Gibson Road	300	30	50	93	2	5	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	160	30	50	93	2	5	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	924	40	50	93	2	5	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	637	40	50	93	2	5	87	0	13	
16	East Street	Court Street	Main Street	1635	35	50	93	2	5	87	0	13	
17	East Street	Main Street	Cross Street	1163	35	50	93	2	5	87	0	13	
18	East Street	Cross Street	Gum Avenue	1275	35	50	93	2	5	87	0	13	
19	East Street	Gum Avenue	E. Gibson Road	837	35	50	93	2	5	87	0	13	
20	East Street	E. Gibson Road	Sports Park Drive	463	40	50	93	2	5	87	0	13	
21	East Street	Sports Park Drive	South of Sports Park Drive	300	40	50	93	2	5	87	0	13	
22	Matmor Road	E. Main Street	E. Gum Avenue	698	30	50	93	2	5	87	0	13	
23	Matmor Road	E. Gum Avenue	E. Gibson Road	534	30	50	93	2	5	87	0	13	
24	Matmor Road	E. Gibson Road	Sports Park Drive	379	30	50	93	2	5	87	0	13	
25	Industrial Way	Cannery Road	E. Main Street	100	30	50	93	2	5	87	0	13	
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	200	30	50	93	2	5	87	0	13	
27	County Road 101	E. Gibson Road	South of E. Gibson Road	18	50	50	93	2	5	87	0	13	
28	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	306	40	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.9	55.8	66.9	68.3	34	107	338	1069	3381
2	West Street	W. Cross Street	W. Gibson Road	61.9	55.8	66.9	68.4	34	109	344	1088	3441
3	West Street	W. Gibson Road	South of W. Gibsc	59.8	53.7	64.8	66.2	21	67	211	666	2107
4	N. College Street	Kentucky Avenue	Beamer Street	56.9	50.8	61.9	63.3	11	34	108	342	1081
5	College Street	Beamer Street	Court Street	57.8	51.7	62.8	64.2	13	42	132	417	1320
6	College Street	Court Street	Main Street	58.6	52.5	63.6	65.0	16	51	160	506	1599
7	College Street	Main Street	Lincoln Avenue	56.1	51.1	62.7	63.8	12	38	120	380	1200
8	College Street	Cross Street	Gibson Road	56.1	51.0	62.7	63.8	12	38	119	376	1189
9	College Street	Gibson Road	South of Gibson R	57.5	51.4	62.5	63.9	12	39	124	391	1237
10	3rd Street	Beamer Street	Main Street	56.8	50.7	61.8	63.3	11	34	106	335	1060
11	3rd Street	Main Street	Cross Street	56.0	49.9	61.0	62.5	9	28	88	279	883
12	3rd Street	Cross Street	Gibson Road	56.8	50.7	61.8	63.3	11	34	106	335	1060
13	3rd Street	Gibson Road	South of Gibson R	54.1	48.0	59.1	60.5	6	18	57	179	565
14	N. East Street	Kentucky Avenue	North of Kentucky	65.3	57.6	66.4	69.2	41	131	414	1310	4141
15	N. East Street	Kentucky Avenue	Beamer Street	63.7	55.9	64.7	67.6	29	90	285	903	2855
16	East Street	Court Street	Main Street	66.1	59.1	68.3	70.7	58	184	583	1845	5833
17	East Street	Main Street	Cross Street	64.6	57.6	66.8	69.2	41	131	415	1312	4148
18	East Street	Cross Street	Gum Avenue	65.0	58.0	67.2	69.6	45	144	455	1438	4547
19	East Street	Gum Avenue	E. Gibson Road	63.2	56.2	65.4	67.8	30	94	299	944	2985
20	East Street	E. Gibson Road	Sports Park Drive	62.3	54.6	63.4	66.2	21	66	207	656	2074
21	East Street	Sports Park Drive	South of Sports Pa	60.4	52.7	61.5	64.3	13	43	134	425	1344
22	Matmor Road	E. Main Street	E. Gum Avenue	60.5	54.4	65.5	66.9	25	78	247	780	2467
23	Matmor Road	E. Gum Avenue	E. Gibson Road	59.3	53.2	64.3	65.8	19	60	189	597	1887
24	Matmor Road	E. Gibson Road	Sports Park Drive	57.8	51.7	62.8	64.3	13	42	134	423	1338
25	Industrial Way	Cannery Road	E. Main Street	52.0	45.9	57.1	58.5	4	11	35	112	353
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	55.1	49.0	60.1	61.5	7	22	71	224	708
27	County Road 101	E. Gibson Road	South of E. Gibsor	50.9	41.9	50.1	53.8	1	4	12	38	120
28	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	60.5	52.7	61.6	64.4	14	43	137	433	1369

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	488	40	50	93	2	5	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	901	40	50	93	2	5	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	1081	40	50	93	2	5	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	999	40	50	93	2	5	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	445	25	50	93	2	5	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	230	30	50	93	2	5	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	107	30	50	93	2	5	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	350	50	50	93	2	5	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	525	45	50	93	2	5	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	960	45	50	93	2	5	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	1623	45	50	93	2	5	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	1800	45	50	93	2	5	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	2375	45	50	93	2	5	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	1862	45	50	93	2	5	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	1059	50	50	93	2	5	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	750	50	50	93	2	5	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	904	50	50	93	2	5	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	451	40	50	93	2	5	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	661	40	50	93	2	5	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	921	40	50	93	2	5	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	948	40	50	93	2	5	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	1061	40	50	93	2	5	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	498	40	50	93	2	5	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	249	40	50	93	2	5	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	150	30	50	93	2	5	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	300	30	50	93	2	5	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	202	25	50	93	2	5	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	593	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	62.5	54.8	63.6	66.4	22	69	219	691	2186
2	Pioneer Avenue	E. Beamer Street	E. Main Street	65.2	57.4	66.2	69.1	40	128	404	1276	4036
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	66.0	58.2	67.0	69.9	48	153	484	1532	4844
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	65.6	57.9	66.7	69.5	45	142	448	1416	4478
5	Pioneer Avenue	E. Gibson Road	Farmers Central R	56.3	51.2	62.8	63.9	12	39	123	389	1231
6	Ogden Street	Branigan Avenue	E. Gibson Road	55.7	49.6	60.7	62.1	8	26	81	257	813
7	Mickle Avenue	Farmers Central R	E. Heritage Parkw	52.3	46.2	57.3	58.8	4	12	38	119	377
8	County Road 102	E. Kentucky Avenue	North of E. Kentuc	63.9	54.8	63.0	66.8	24	75	238	752	2379
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	64.3	55.9	64.4	67.7	29	92	291	921	2914
10	County Road 102	E. Beamer Street	E. Main Street	66.9	58.5	67.0	70.3	53	169	533	1686	5332
11	County Road 102	E. Main Street	I-5 Northbound R	69.2	60.8	69.3	72.6	90	285	901	2850	9012
12	County Road 102	I-5 Northbound R	I-5 Southbound R	69.7	61.2	69.7	73.0	100	316	999	3160	9993
13	County Road 102	I-5 Southbound R	Maxwell Avenue	70.9	62.5	70.9	74.2	132	417	1319	4170	13187
14	County Road 102	Maxwell Avenue	E. Gibson Road	69.8	61.4	69.9	73.2	103	327	1034	3269	10338
15	County Road 102	E. Gibson Road	Farmers Central R	68.7	59.7	67.8	71.6	72	228	720	2277	7199
16	County Road 102	Farmers Central R	E. Heritage Parkw	67.2	58.2	66.3	70.1	51	161	510	1612	5097
17	County Road 102	E. Heritage Parkw	South of E. Herita	68.0	59.0	67.2	70.9	61	194	615	1944	6146
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	62.2	54.4	63.2	66.1	20	64	202	638	2019
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Str	63.8	56.1	64.9	67.7	30	94	296	936	2960
20	W. Kentucky Avenue	N. Cottonwood Str	N. West Street	65.3	57.5	66.3	69.2	41	131	413	1305	4128
21	Kentucky Avenue	N. West Street	N. College Street	65.4	57.7	66.5	69.3	42	134	425	1343	4248
22	Kentucky Avenue	N. College Street	N. East Street	65.9	58.2	67.0	69.8	48	150	476	1504	4756
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	62.6	54.9	63.7	66.5	22	70	223	705	2229
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	59.6	51.9	60.7	63.5	11	35	112	353	1118
25	W. Woodland Avenue	County Road 102	N. Cottonwood Str	53.8	47.7	58.8	60.3	5	17	53	168	530
26	W. Woodland Avenue	N. Cottonwood Str	N. West Street	56.8	50.7	61.8	63.3	11	34	106	335	1060
27	W. Beamer Street	County Road 98	N. Ashley Avenue	52.8	47.8	59.4	60.5	6	18	56	176	558
28	W. Beamer Street	N. Cottonwood Str	N. West Street	59.8	53.7	64.8	66.2	21	66	210	663	2096

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	765	30	50	93	2	5	87	0	13	
2	Beamer Street	N. College Street	N. East Street	746	25	50	93	2	5	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	624	40	50	93	2	5	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	374	45	50	93	2	5	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	550	30	50	93	2	5	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	1041	30	50	93	2	5	87	0	13	
7	Court Street	West Street	College Street	1030	30	50	93	2	5	87	0	13	
8	Court Street	College Street	East Street	765	30	50	93	2	5	87	0	13	
9	North Street	3rd Street	East Street	250	30	50	93	2	5	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	183	30	50	93	2	5	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	100	35	50	93	2	5	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	1024	35	50	93	2	5	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	1283	35	50	93	2	5	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	1398	35	50	93	2	5	87	0	13	
15	Main Street	West Street	College Street	1302	35	50	93	2	5	87	0	13	
16	Main Street	Walnut Street	College Street	1500	35	50	93	2	5	87	0	13	
17	Main Street	College Street	3rd Street	1365	35	50	93	2	5	87	0	13	
18	Main Street	3rd Street	East Street	1558	35	50	93	2	5	87	0	13	
19	E. Main Street	East Street	Matmor Road	2402	35	50	93	2	5	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	2500	35	50	93	2	5	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	2889	35	50	93	2	5	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	3100	35	50	93	2	5	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	2300	35	50	93	2	5	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	823	35	50	93	2	5	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	558	35	50	93	2	5	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	211	30	50	93	2	5	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	270	30	50	93	2	5	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	427	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	60.9	54.8	65.9	67.3	27	85	270	855	2703
2	Beamer Street	N. College Street	N. East Street	58.5	53.4	65.1	66.2	21	65	206	653	2064
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	63.6	55.8	64.7	67.5	28	88	280	884	2797
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	62.8	54.4	62.9	66.2	21	66	207	656	2074
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.5	53.4	64.5	65.9	19	61	194	614	1943
6	W. Court Street	Cottonwood Street	West Street	62.2	56.1	67.2	68.7	37	116	368	1163	3678
7	Court Street	West Street	College Street	62.2	56.1	67.2	68.6	36	115	364	1151	3639
8	Court Street	College Street	East Street	60.9	54.8	65.9	67.3	27	86	270	855	2704
9	North Street	3rd Street	East Street	56.0	49.9	61.0	62.5	9	28	88	279	883
10	Lemen Avenue	East Street	Matmor Road	54.7	48.6	59.7	61.1	6	20	64	204	645
11	Cannery Road	Matmor Road	Industrial Way	54.0	47.0	56.2	58.5	4	11	36	113	357
12	W. Main Street	County Road 98	Ashley Avenue	64.1	57.1	66.3	68.6	37	115	365	1155	3652
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.1	58.1	67.2	69.6	46	145	458	1447	4576
14	W. Main Street	Cottonwood Street	West Street	65.4	58.4	67.6	70.0	50	158	499	1576	4985
15	Main Street	West Street	College Street	65.1	58.1	67.3	69.7	46	147	464	1468	4643
16	Main Street	Walnut Street	College Street	65.7	58.8	67.9	70.3	54	169	535	1692	5351
17	Main Street	College Street	3rd Street	65.3	58.3	67.5	69.9	49	154	487	1540	4869
18	Main Street	3rd Street	East Street	65.9	58.9	68.1	70.5	56	176	556	1757	5556
19	E. Main Street	East Street	Matmor Road	67.8	60.8	70.0	72.3	86	271	857	2709	8567
20	E. Main Street	Matmor Road	Industrial Way	68.0	61.0	70.1	72.5	89	282	892	2820	8918
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.6	61.6	70.8	73.1	103	326	1031	3259	10306
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	68.9	61.9	71.1	73.4	111	350	1106	3497	11058
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramp	67.6	60.6	69.8	72.2	82	259	820	2594	8204
24	E. Main Street	I-5 Northbound Ramp	County Road 102	63.1	56.1	65.3	67.7	29	93	294	929	2937
25	E. Main Street	County Road 102	East of County Road	61.4	54.5	63.6	66.0	20	63	199	630	1991
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.3	49.2	60.3	61.7	7	24	75	236	747
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.4	50.3	61.4	62.8	10	30	95	302	954
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.4	52.3	63.4	64.8	15	48	151	477	1509

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	450	30	50	93	2	5	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	300	30	50	93	2	5	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	590	30	50	93	2	5	87	0	13	
4	Cross Street	West Street	College Street	457	30	50	93	2	5	87	0	13	
5	Cross Street	College Street	East Street	500	30	50	93	2	5	87	0	13	
6	E. Gum Avenue	4th Street	East Street	300	30	50	93	2	5	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	716	35	50	93	2	5	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	815	35	50	93	2	5	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	850	35	50	93	2	5	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	300	35	50	93	2	5	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	480	30	50	93	2	5	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	409	30	50	93	2	5	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	602	30	50	93	2	5	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	1090	30	50	93	2	5	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	300	30	50	93	2	5	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	400	30	50	93	2	5	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	566	35	50	93	2	5	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	791	35	50	93	2	5	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	1309	35	50	93	2	5	87	0	13	
20	Gibson Road	West Street	College Street	1572	35	50	93	2	5	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	1794	35	50	93	2	5	87	0	13	
22	Gibson Road	Coloma Way	East Street	2102	35	50	93	2	5	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	2156	35	50	93	2	5	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	2100	35	50	93	2	5	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	2347	35	50	93	2	5	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	2300	35	50	93	2	5	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	2275	35	50	93	2	5	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	1464	35	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.6	52.5	63.6	65.0	16	50	159	503	1590
2	W. Cross Street	County Road 98	Cottonwood Stree	56.8	50.7	61.8	63.3	11	34	106	335	1060
3	W. Cross Street	Cottonwood Stree	West Street	59.8	53.7	64.8	66.2	21	66	209	659	2086
4	Cross Street	West Street	College Street	58.6	52.5	63.7	65.1	16	51	162	511	1616
5	Cross Street	College Street	East Street	59.0	52.9	64.0	65.5	18	56	177	559	1766
6	E. Gum Avenue	4th Street	East Street	56.8	50.7	61.8	63.3	11	34	106	335	1060
7	E. Gum Avenue	East Street	Matmor Road	62.5	55.5	64.7	67.1	26	81	255	807	2552
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.1	56.1	65.3	67.6	29	92	291	920	2908
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	63.3	56.3	65.5	67.8	30	96	303	959	3032
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.7	51.8	60.9	63.3	11	34	107	338	1070
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	58.9	52.8	63.9	65.3	17	54	170	536	1696
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.2	52.1	63.2	64.6	14	46	144	457	1444
13	Maxwell Avenue	Farnham Avenue	County Road 102	59.8	53.7	64.8	66.3	21	67	213	673	2128
14	Maxwell Avenue	County Road 102	East of County Ro	62.4	56.3	67.4	68.9	38	122	385	1217	3850
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.8	50.7	61.8	63.3	11	34	106	335	1060
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	58.1	52.0	63.1	64.5	14	45	141	447	1413
17	W. Gibson Road	County Road 98	Ashley Avenue	61.5	54.5	63.7	66.1	20	64	202	638	2018
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.0	56.0	65.2	67.5	28	89	282	893	2823
19	W. Gibson Road	Cottonwood Stree	West Street	65.1	58.2	67.3	69.7	47	148	467	1476	4668
20	Gibson Road	West Street	College Street	65.9	59.0	68.1	70.5	56	177	561	1773	5607
21	Gibson Road	College Avenue	Coloma Way	66.5	59.5	68.7	71.1	64	202	640	2023	6398
22	Gibson Road	Coloma Way	East Street	67.2	60.2	69.4	71.8	75	237	750	2372	7500
23	E. Gibson Road	East Street	Matmor Road	67.3	60.3	69.5	71.9	77	243	769	2433	7692
24	E. Gibson Road	Matmor Road	SR 113 Southbou	67.2	60.2	69.4	71.8	75	237	749	2369	7491
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	67.7	60.7	69.9	72.2	84	265	837	2647	8370
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	67.6	60.6	69.8	72.2	82	259	820	2594	8204
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.5	60.6	69.7	72.1	81	257	811	2566	8115
28	E. Gibson Road	Pioneer Avenue	County Road 102	65.6	58.6	67.8	70.2	52	165	522	1651	5222

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	150	30	50	93	2	5	87	0	13	
2	El Dorado Drive	West Street	College Street	300	30	50	93	2	5	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	250	30	50	93	2	5	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	198	30	50	93	2	5	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	100	40	50	93	2	5	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	148	40	50	93	2	5	87	0	13	
7	I-5 Mainline	County Road 98	West Street	2650	65	50	93	2	5	87	0	13	
8	I-5 Mainline	West Street	East Street	2828	65	50	93	2	5	87	0	13	
9	I-5 Mainline	East Street	SR 113	3176	65	50	93	2	5	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	2600	65	50	93	2	5	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	3951	65	50	93	2	5	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	4884	65	50	93	2	5	87	0	13	
13	SR 113	I-5	E. Main Street	2476	65	50	93	2	5	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	2059	65	50	93	2	5	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	2244	65	50	93	2	5	87	0	13	
16	SR 16	County Road 98	West of County Road 99	1100	65	50	93	2	5	87	0	13	
	County Road 24	County Road 102	County Road 103	0	45	50		2	5	87	0		
	Bronze Star Drive	County Road 102	County Road 103	0	30	50		2	5	87	0		
	County Road 103	County Road 22	I-5 WB Ramps	0	45	50		2	5	87	0		
	County Road 103	1-5 WB Ramps	1-5 EB Ramps	0	45	50		2	5	87	0		
	County Road 103	I-5 EB Ramps	Bronze Star Drive	0	45	50		2	5	87	0		
	County Road 103	Bronze Star Drive	County Road 25	0	45	50		2	5	87	0		
	County Road 25A	Bourn Drive	County Road 102	0	45	50		2	5	87	0		
	Marston Road	Pioneer Avenue	County Road 25A	0	30	50		2	5	87	0		
	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	0	30	50		2	5	87	0		
	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	0	40	50		2	5	87	0		
	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	0	40	50		2	5	87	0		
	Pioneer Avenue	Matmor Drive	East Street	0	40	50		2	5	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
Matmor Road		Sports Park Drive	Unnamed Road	0	30	50		2	5	87	0		
Parkland Avenue		Farmers Central Road	E. Heritage Parkway	0	30	50		2	5	87	0		
Parkland Avenue		E. Heritage Parkway	County Road 25A	0	30	50		2	5	87	0		
Sports Park Drive		College Street	East Street	0	30	50		2	5	87	0		
Sports Park Drive		East Street	Matmor Road	0	30	50		2	5	87	0		
I-5 NB Ramp		I-5 NB	SR 113	0	30	50		2	5	87	0		
I-5 NB Ramp		I-5 NB Off Ramp	County Road 103	0	30	50		2	5	87	0		
I-5 NB Ramp		I-5 NB On Ramp	County Road 103	0	30	50		2	5	87	0		
I-5 SB Ramp		I-5 SB Off Ramp	County Road 103	0	30	50		2	5	87	0		
I-5 SB Ramp		I-5 SB On Ramp	County Road 103	0	30	50		2	5	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	522	45	50	93	2	5	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	775	45	50	93	2	5	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	886	45	50	93	2	5	87	0	13	
4	County Road 98	Main Street	W. Cross Street	1015	45	50	93	2	5	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	897	45	50	93	2	5	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	642	45	50	93	2	5	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	175	30	50	93	2	5	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	364	30	50	93	2	5	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	799	30	50	93	2	5	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	690	30	50	93	2	5	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	565	30	50	93	2	5	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	535	30	50	93	2	5	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	315	30	50	93	2	5	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	407	30	50	93	2	5	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	680	30	50	93	2	5	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	941	30	50	93	2	5	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	863	25	50	93	2	5	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	815	30	50	93	2	5	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	727	30	50	93	2	5	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	415	30	50	93	2	5	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	615	30	50	93	2	5	87	0	13	
22	California Street	W. Main Street	W. Cross Street	515	30	50	93	2	5	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	195	30	50	93	2	5	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	929	30	50	93	2	5	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	777	30	50	93	2	5	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	1000	30	50	93	2	5	87	0	13	
27	West Street	W. Court Street	W. Main Street	1052	30	50	93	2	5	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	1074	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	64.3	55.9	64.4	67.6	29	92	290	917	2900
2	County Road 98	W. Kentucky Aver	W. Beamer Street	66.0	57.6	66.1	69.3	43	136	430	1361	4303
3	County Road 98	W. Beamer Street	W. Main Street	66.6	58.2	66.6	69.9	49	156	492	1556	4919
4	County Road 98	Main Street	W. Cross Street	67.2	58.8	67.2	70.5	56	178	564	1782	5635
5	County Road 98	W. Cross Street	W. Gibson Road	66.6	58.2	66.7	70.0	50	157	498	1575	4980
6	County Road 98	W. Gibson Road	South of W. Gibsc	65.2	56.8	65.2	68.5	36	113	356	1127	3564
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	54.5	48.4	59.5	60.9	6	20	62	196	618
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	57.7	51.6	62.7	64.1	13	41	129	407	1287
9	Ashley Avenue	W. Court Street	W. Main Street	61.1	55.0	66.1	67.5	28	89	282	892	2821
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	60.4	54.3	65.4	66.9	24	77	244	771	2438
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	59.6	53.5	64.6	66.0	20	63	200	631	1996
12	Ashley Avenue	W. Cross Street	W. Gibson Road	59.3	53.2	64.3	65.8	19	60	189	598	1890
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	57.0	50.9	62.0	63.5	11	35	111	352	1113
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	58.1	52.0	63.2	64.6	14	46	144	455	1439
15	Cottonwood Street	W. Beamer Street	W. Court Street	60.4	54.3	65.4	66.8	24	76	240	760	2402
16	Cottonwood Street	W. Court Street	W. Main Street	61.8	55.7	66.8	68.2	33	105	332	1051	3324
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	59.1	54.1	65.7	66.8	24	75	239	754	2386
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	61.2	55.1	66.2	67.6	29	91	288	911	2879
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.7	54.6	65.7	67.1	26	81	257	813	2570
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	58.2	52.1	63.2	64.7	15	46	147	464	1466
21	California Street	W. Beamer Street	W. Main Street	59.9	53.8	64.9	66.4	22	69	217	687	2173
22	California Street	W. Main Street	W. Cross Street	59.2	53.1	64.2	65.6	18	58	182	575	1819
23	California Street	W. Cross Street	W. Gibson Road	54.9	48.8	60.0	61.4	7	22	69	218	689
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.7	55.6	66.7	68.2	33	104	328	1038	3282
25	N. West Street	W. Kentucky Aver	W. Beamer Street	61.0	54.9	66.0	67.4	27	87	275	869	2747
26	West Street	W. Beamer Street	W. Court Street	62.0	55.9	67.0	68.5	35	112	353	1117	3532
27	West Street	W. Court Street	W. Main Street	62.3	56.2	67.3	68.7	37	117	372	1175	3715
28	West Street	W. Main Street	W. Lincoln Avenu	62.4	56.3	67.4	68.8	38	120	379	1199	3793

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	1022	30	50	93	2	5	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	1039	30	50	93	2	5	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	661	30	50	93	2	5	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	371	30	50	93	2	5	87	0	13	
5	College Street	Beamer Street	Court Street	439	30	50	93	2	5	87	0	13	
6	College Street	Court Street	Main Street	518	30	50	93	2	5	87	0	13	
7	College Street	Main Street	Lincoln Avenue	499	25	50	93	2	5	87	0	13	
8	College Street	Cross Street	Gibson Road	495	25	50	93	2	5	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	415	30	50	93	2	5	87	0	13	
10	3rd Street	Beamer Street	Main Street	365	30	50	93	2	5	87	0	13	
11	3rd Street	Main Street	Cross Street	315	30	50	93	2	5	87	0	13	
12	3rd Street	Cross Street	Gibson Road	365	30	50	93	2	5	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	225	30	50	93	2	5	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	989	40	50	93	2	5	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	702	40	50	93	2	5	87	0	13	
16	East Street	Court Street	Main Street	1700	35	50	93	2	5	87	0	13	
17	East Street	Main Street	Cross Street	1228	35	50	93	2	5	87	0	13	
18	East Street	Cross Street	Gum Avenue	1340	35	50	93	2	5	87	0	13	
19	East Street	Gum Avenue	E. Gibson Road	902	35	50	93	2	5	87	0	13	
20	East Street	E. Gibson Road	Sports Park Drive	528	40	50	93	2	5	87	0	13	
21	East Street	Sports Park Drive	South of Sports Park Drive	365	40	50	93	2	5	87	0	13	
22	Matmor Road	E. Main Street	E. Gum Avenue	763	30	50	93	2	5	87	0	13	
23	Matmor Road	E. Gum Avenue	E. Gibson Road	599	30	50	93	2	5	87	0	13	
24	Matmor Road	E. Gibson Road	Sports Park Drive	444	30	50	93	2	5	87	0	13	
25	Industrial Way	Cannery Road	E. Main Street	165	30	50	93	2	5	87	0	13	
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	265	30	50	93	2	5	87	0	13	
27	County Road 101	E. Gibson Road	South of E. Gibson Road	83	50	50	93	2	5	87	0	13	
28	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	371	40	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	62.1	56.0	67.1	68.6	36	114	361	1142	3610
2	West Street	W. Cross Street	W. Gibson Road	62.2	56.1	67.2	68.7	37	116	367	1161	3670
3	West Street	W. Gibson Road	South of W. Gibsc	60.3	54.2	65.3	66.7	23	74	234	739	2336
4	N. College Street	Kentucky Avenue	Beamer Street	57.7	51.6	62.7	64.2	13	41	131	414	1311
5	College Street	Beamer Street	Court Street	58.5	52.4	63.5	64.9	15	49	155	490	1549
6	College Street	Court Street	Main Street	59.2	53.1	64.2	65.6	18	58	183	578	1829
7	College Street	Main Street	Lincoln Avenue	56.7	51.7	63.3	64.4	14	44	138	436	1380
8	College Street	Cross Street	Gibson Road	56.7	51.7	63.3	64.4	14	43	137	433	1368
9	College Street	Gibson Road	South of Gibson R	58.2	52.1	63.2	64.7	15	46	147	464	1466
10	3rd Street	Beamer Street	Main Street	57.7	51.6	62.7	64.1	13	41	129	408	1290
11	3rd Street	Main Street	Cross Street	57.0	50.9	62.0	63.5	11	35	111	352	1113
12	3rd Street	Cross Street	Gibson Road	57.7	51.6	62.7	64.1	13	41	129	408	1290
13	3rd Street	Gibson Road	South of Gibson R	55.6	49.5	60.6	62.0	8	25	79	251	795
14	N. East Street	Kentucky Avenue	North of Kentucky	65.6	57.8	66.7	69.5	44	140	443	1402	4433
15	N. East Street	Kentucky Avenue	Beamer Street	64.1	56.4	65.2	68.0	31	99	315	995	3146
16	East Street	Court Street	Main Street	66.3	59.3	68.5	70.8	61	192	607	1918	6065
17	East Street	Main Street	Cross Street	64.9	57.9	67.1	69.4	44	139	438	1385	4380
18	East Street	Cross Street	Gum Avenue	65.2	58.3	67.4	69.8	48	151	478	1511	4779
19	East Street	Gum Avenue	E. Gibson Road	63.5	56.5	65.7	68.1	32	102	322	1017	3217
20	East Street	E. Gibson Road	Sports Park Drive	62.9	55.1	63.9	66.7	24	75	237	748	2366
21	East Street	Sports Park Drive	South of Sports Pa	61.3	53.5	62.3	65.1	16	52	164	517	1636
22	Matmor Road	E. Main Street	E. Gum Avenue	60.9	54.8	65.9	67.3	27	85	270	853	2697
23	Matmor Road	E. Gum Avenue	E. Gibson Road	59.8	53.7	64.8	66.3	21	67	212	669	2117
24	Matmor Road	E. Gibson Road	Sports Park Drive	58.5	52.4	63.5	65.0	16	50	157	496	1568
25	Industrial Way	Cannery Road	E. Main Street	54.2	48.1	59.2	60.7	6	18	58	184	583
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	56.3	50.2	61.3	62.7	9	30	94	296	937
27	County Road 101	E. Gibson Road	South of E. Gibsor	57.6	48.6	56.8	60.5	6	18	56	178	562
28	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	61.3	53.6	62.4	65.2	17	53	166	525	1661

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	553	40	50	93	2	5	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	966	40	50	93	2	5	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	1146	40	50	93	2	5	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	1064	40	50	93	2	5	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	510	25	50	93	2	5	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	295	30	50	93	2	5	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	172	30	50	93	2	5	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	415	50	50	93	2	5	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	590	45	50	93	2	5	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	1025	45	50	93	2	5	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	1688	45	50	93	2	5	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	1865	45	50	93	2	5	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	2440	45	50	93	2	5	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	1927	45	50	93	2	5	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	1124	50	50	93	2	5	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	815	50	50	93	2	5	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	969	50	50	93	2	5	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	516	40	50	93	2	5	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	726	40	50	93	2	5	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	986	40	50	93	2	5	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	1013	40	50	93	2	5	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	1126	40	50	93	2	5	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	563	40	50	93	2	5	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	314	40	50	93	2	5	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	215	30	50	93	2	5	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	365	30	50	93	2	5	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	267	25	50	93	2	5	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	658	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	63.1	55.3	64.1	66.9	25	78	248	783	2477
2	Pioneer Avenue	E. Beamer Street	E. Main Street	65.5	57.7	66.5	69.4	43	137	433	1368	4327
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	66.2	58.5	67.3	70.1	51	162	514	1624	5135
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	65.9	58.2	67.0	69.8	48	151	477	1508	4770
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	56.8	51.8	63.4	64.5	14	45	141	446	1411
6	Ogden Street	Branigan Avenue	E. Gibson Road	56.7	50.6	61.7	63.2	10	33	104	330	1042
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	54.4	48.3	59.4	60.8	6	19	61	192	607
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	64.6	55.6	63.8	67.5	28	89	282	892	2820
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	64.8	56.4	64.9	68.2	33	104	327	1035	3274
10	County Road 102	E. Beamer Street	E. Main Street	67.2	58.8	67.3	70.6	57	180	569	1800	5693
11	County Road 102	E. Main Street	I-5 Northbound Ramp	69.4	61.0	69.4	72.7	94	296	937	2964	9372
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	69.8	61.4	69.9	73.2	104	327	1035	3274	10354
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	71.0	62.6	71.0	74.3	135	428	1355	4284	13548
14	County Road 102	Maxwell Avenue	E. Gibson Road	70.0	61.5	70.0	73.3	107	338	1070	3383	10699
15	County Road 102	E. Gibson Road	Farmers Central Road	68.9	59.9	68.1	71.8	76	242	764	2416	7641
16	County Road 102	Farmers Central Road	E. Heritage Parkway	67.5	58.5	66.7	70.4	55	175	554	1752	5539
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	68.3	59.3	67.5	71.2	66	208	659	2083	6588
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	62.8	55.0	63.8	66.6	23	73	231	730	2310
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	64.3	56.5	65.3	68.1	33	103	325	1028	3251
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	65.6	57.8	66.6	69.5	44	140	442	1397	4419
21	Kentucky Avenue	N. West Street	N. College Street	65.7	58.0	66.8	69.6	45	144	454	1435	4539
22	Kentucky Avenue	N. College Street	N. East Street	66.2	58.4	67.2	70.0	50	160	505	1596	5047
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	63.1	55.4	64.2	67.0	25	80	252	797	2521
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	60.6	52.9	61.7	64.5	14	45	141	446	1409
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	55.4	49.3	60.4	61.8	8	24	76	240	760
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	57.7	51.6	62.7	64.1	13	41	129	408	1290
27	W. Beamer Street	County Road 98	N. Ashley Avenue	54.0	49.0	60.6	61.7	7	23	74	233	737
28	W. Beamer Street	N. Cottonwood Street	N. West Street	60.2	54.1	65.2	66.7	23	74	233	736	2326

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	830	30	50	93	2	5	87	0	13	
2	Beamer Street	N. College Street	N. East Street	811	25	50	93	2	5	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	689	40	50	93	2	5	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	439	45	50	93	2	5	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	615	30	50	93	2	5	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	1106	30	50	93	2	5	87	0	13	
7	Court Street	West Street	College Street	1095	30	50	93	2	5	87	0	13	
8	Court Street	College Street	East Street	830	30	50	93	2	5	87	0	13	
9	North Street	3rd Street	East Street	315	30	50	93	2	5	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	248	30	50	93	2	5	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	165	35	50	93	2	5	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	1089	35	50	93	2	5	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	1348	35	50	93	2	5	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	1463	35	50	93	2	5	87	0	13	
15	Main Street	West Street	College Street	1367	35	50	93	2	5	87	0	13	
16	Main Street	Walnut Street	College Street	1565	35	50	93	2	5	87	0	13	
17	Main Street	College Street	3rd Street	1430	35	50	93	2	5	87	0	13	
18	Main Street	3rd Street	East Street	1623	35	50	93	2	5	87	0	13	
19	E. Main Street	East Street	Matmor Road	2467	35	50	93	2	5	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	2565	35	50	93	2	5	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	2954	35	50	93	2	5	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	3165	35	50	93	2	5	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	2365	35	50	93	2	5	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	888	35	50	93	2	5	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	623	35	50	93	2	5	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	276	30	50	93	2	5	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	335	30	50	93	2	5	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	492	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	61.2	55.1	66.2	67.7	29	93	293	928	2933
2	Beamer Street	N. College Street	N. East Street	58.9	53.8	65.4	66.5	22	71	224	709	2243
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	64.0	56.3	65.1	67.9	31	98	309	976	3088
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	63.5	55.1	63.6	66.9	24	77	243	770	2435
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.9	53.8	64.9	66.4	22	69	217	687	2173
6	W. Court Street	Cottonwood Street	West Street	62.5	56.4	67.5	68.9	39	124	391	1236	3908
7	Court Street	West Street	College Street	62.4	56.3	67.4	68.9	39	122	387	1223	3868
8	Court Street	College Street	East Street	61.2	55.1	66.2	67.7	29	93	293	928	2933
9	North Street	3rd Street	East Street	57.0	50.9	62.0	63.5	11	35	111	352	1113
10	Lemen Avenue	East Street	Matmor Road	56.0	49.9	61.0	62.4	9	28	87	277	874
11	Cannery Road	Matmor Road	Industrial Way	56.2	49.2	58.3	60.7	6	19	59	186	589
12	W. Main Street	County Road 98	Ashley Avenue	64.3	57.4	66.5	68.9	39	123	388	1228	3884
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.3	58.3	67.5	69.8	48	152	481	1520	4807
14	W. Main Street	Cottonwood Street	West Street	65.6	58.6	67.8	70.2	52	165	522	1650	5217
15	Main Street	West Street	College Street	65.3	58.3	67.5	69.9	49	154	487	1541	4875
16	Main Street	Walnut Street	College Street	65.9	58.9	68.1	70.5	56	177	558	1765	5583
17	Main Street	College Street	3rd Street	65.5	58.5	67.7	70.1	51	161	510	1613	5101
18	Main Street	3rd Street	East Street	66.1	59.1	68.3	70.6	58	183	579	1830	5788
19	E. Main Street	East Street	Matmor Road	67.9	60.9	70.1	72.5	88	278	880	2782	8798
20	E. Main Street	Matmor Road	Industrial Way	68.1	61.1	70.3	72.6	91	289	915	2893	9150
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.7	61.7	70.9	73.2	105	333	1054	3332	10538
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	69.0	62.0	71.2	73.5	113	357	1129	3570	11290
23	E. Main Street	Pioneer Avenue	I-5 Northbound R&R	67.7	60.7	69.9	72.3	84	267	844	2668	8436
24	E. Main Street	I-5 Northbound R&R	County Road 102	63.5	56.5	65.7	68.0	32	100	317	1002	3169
25	E. Main Street	County Road 102	East of County Road	61.9	54.9	64.1	66.5	22	70	222	703	2223
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	56.5	50.4	61.5	62.9	10	31	98	309	977
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	57.3	51.2	62.3	63.7	12	37	118	374	1184
28	W. Lincoln Avenue	Cottonwood Street	West Street	59.0	52.9	64.0	65.4	17	55	174	550	1738

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard **K Factor :** NA
Metric (L_{eq}, L_{dn}, CNEL) : Leq **Traffic Desc. (Peak or ADT) :** Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	515	30	50	93	2	5	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	365	30	50	93	2	5	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	655	30	50	93	2	5	87	0	13	
4	Cross Street	West Street	College Street	522	30	50	93	2	5	87	0	13	
5	Cross Street	College Street	East Street	565	30	50	93	2	5	87	0	13	
6	E. Gum Avenue	4th Street	East Street	365	30	50	93	2	5	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	781	35	50	93	2	5	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	880	35	50	93	2	5	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	915	35	50	93	2	5	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	365	35	50	93	2	5	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	545	30	50	93	2	5	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	474	30	50	93	2	5	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	667	30	50	93	2	5	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	1155	30	50	93	2	5	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	365	30	50	93	2	5	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	465	30	50	93	2	5	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	631	35	50	93	2	5	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	856	35	50	93	2	5	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	1374	35	50	93	2	5	87	0	13	
20	Gibson Road	West Street	College Street	1637	35	50	93	2	5	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	1859	35	50	93	2	5	87	0	13	
22	Gibson Road	Coloma Way	East Street	2167	35	50	93	2	5	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	2221	35	50	93	2	5	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	2165	35	50	93	2	5	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	2412	35	50	93	2	5	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	2365	35	50	93	2	5	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	2340	35	50	93	2	5	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	1529	35	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	59.2	53.1	64.2	65.6	18	58	182	575	1819
2	W. Cross Street	County Road 98	Cottonwood Stree	57.7	51.6	62.7	64.1	13	41	129	408	1290
3	W. Cross Street	Cottonwood Stree	West Street	60.2	54.1	65.2	66.7	23	73	232	732	2315
4	Cross Street	West Street	College Street	59.2	53.1	64.2	65.7	18	58	185	584	1845
5	Cross Street	College Street	East Street	59.6	53.5	64.6	66.0	20	63	200	631	1996
6	E. Gum Avenue	4th Street	East Street	57.7	51.6	62.7	64.1	13	41	129	408	1290
7	E. Gum Avenue	East Street	Matmor Road	62.9	55.9	65.1	67.5	28	88	278	880	2784
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.4	56.4	65.6	68.0	31	99	314	993	3140
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	63.6	56.6	65.8	68.1	33	103	326	1032	3264
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	59.6	52.6	61.8	64.2	13	41	130	412	1302
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	59.4	53.3	64.4	65.9	19	61	193	609	1926
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.8	52.7	63.8	65.2	17	53	167	529	1674
13	Maxwell Avenue	Farnham Avenue	County Road 102	60.3	54.2	65.3	66.7	24	75	236	745	2357
14	Maxwell Avenue	County Road 102	East of County Ro	62.7	56.6	67.7	69.1	41	129	408	1290	4080
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	57.7	51.6	62.7	64.1	13	41	129	408	1290
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	58.7	52.6	63.7	65.2	16	52	164	520	1643
17	W. Gibson Road	County Road 98	Ashley Avenue	62.0	55.0	64.2	66.5	23	71	225	712	2250
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.3	56.3	65.5	67.9	31	97	305	966	3055
19	W. Gibson Road	Cottonwood Stree	West Street	65.4	58.4	67.5	69.9	49	155	490	1549	4900
20	Gibson Road	West Street	College Street	66.1	59.1	68.3	70.7	58	185	584	1846	5838
21	Gibson Road	College Avenue	Coloma Way	66.7	59.7	68.9	71.2	66	210	663	2097	6630
22	Gibson Road	Coloma Way	East Street	67.3	60.4	69.5	71.9	77	244	773	2445	7731
23	E. Gibson Road	East Street	Matmor Road	67.4	60.5	69.6	72.0	79	251	792	2506	7924
24	E. Gibson Road	Matmor Road	SR 113 Southbou	67.3	60.3	69.5	71.9	77	244	772	2442	7723
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	67.8	60.8	70.0	72.4	86	272	860	2720	8602
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	67.7	60.7	69.9	72.3	84	267	844	2668	8436
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.7	60.7	69.9	72.2	83	264	835	2639	8346
28	E. Gibson Road	Pioneer Avenue	County Road 102	65.8	58.8	68.0	70.4	55	172	545	1725	5454

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	215	30	50	93	2	5	87	0	13	
2	El Dorado Drive	West Street	College Street	365	30	50	93	2	5	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	315	30	50	93	2	5	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	263	30	50	93	2	5	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	165	40	50	93	2	5	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	213	40	50	93	2	5	87	0	13	
7	I-5 Mainline	County Road 98	West Street	2715	65	50	93	2	5	87	0	13	
8	I-5 Mainline	West Street	East Street	2893	65	50	93	2	5	87	0	13	
9	I-5 Mainline	East Street	SR 113	3241	65	50	93	2	5	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	2665	65	50	93	2	5	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	4016	65	50	93	2	5	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	4949	65	50	93	2	5	87	0	13	
13	SR 113	I-5	E. Main Street	2541	65	50	93	2	5	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	2124	65	50	93	2	5	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	2309	65	50	93	2	5	87	0	13	
16	SR 16	County Road 98	West of County Road 99	1165	65	50	93	2	5	87	0	13	
17	County Road 24	County Road 102	County Road 103	65	45	50	93	2	5	87	0	13	
18	Bronze Star Drive	County Road 102	County Road 103	65	30	50	93	2	5	87	0	13	
19	County Road 103	County Road 22	I-5 WB Ramps	65	45	50	93	2	5	87	0	13	
20	County Road 103	1-5 WB Ramps	1-5 EB Ramps	65	45	50	93	2	5	87	0	13	
21	County Road 103	I-5 EB Ramps	Bronze Star Drive	65	45	50	93	2	5	87	0	13	
22	County Road 103	Bronze Star Drive	County Road 25	65	45	50	93	2	5	87	0	13	
23	County Road 25A	Bourn Drive	County Road 102	65	45	50	93	2	5	87	0	13	
24	Marston Road	Pioneer Avenue	County Road 25A	65	30	50	93	2	5	87	0	13	
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	65	30	50	93	2	5	87	0	13	
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	65	40	50	93	2	5	87	0	13	
27	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	65	40	50	93	2	5	87	0	13	
28	Pioneer Avenue	Matmor Drive	East Street	65	40	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	El Dorado Drive	County Road 98	West Street	55.4	49.3	60.4	61.8	8	24	76	240	760
2	El Dorado Drive	West Street	College Street	57.7	51.6	62.7	64.1	13	41	129	408	1290
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	57.0	50.9	62.0	63.5	11	35	111	352	1113
4	Farmers Central Road	Miekle Avenue	County Road 102	56.2	50.1	61.2	62.7	9	29	93	294	928
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	57.8	50.1	58.9	61.7	7	23	74	234	739
6	E. Heritage Parkway	Miekle Avenue	County Road 102	58.9	51.2	60.0	62.8	10	30	95	302	954
7	I-5 Mainline	County Road 98	West Street	76.1	65.5	73.0	78.0	319	1008	3187	10078	31871
8	I-5 Mainline	West Street	East Street	76.3	65.8	73.3	78.3	340	1074	3395	10737	33954
9	I-5 Mainline	East Street	SR 113	76.8	66.3	73.7	78.8	380	1203	3804	12030	38042
10	I-5 Mainline	SR 113	E. Main Street	76.0	65.4	72.9	78.0	313	989	3128	9893	31284
11	I-5 Mainline	E. Main Street	County Road 102	77.8	67.2	74.7	79.7	471	1491	4714	14907	47139
12	I-5 Mainline	County Road 102	East of County Ro	78.7	68.1	75.6	80.7	581	1837	5809	18370	58091
13	SR 113	I-5	E. Main Street	75.8	65.2	72.7	77.8	298	943	2983	9432	29826
14	SR 113	E. Main Street	E. Gibson Road	75.0	64.5	71.9	77.0	249	788	2493	7883	24927
15	SR 113	E. Gibson Road	South of E. Gibsor	75.4	64.8	72.3	77.3	271	857	2711	8572	27107
16	SR 16	County Road 98	West of County R	72.4	61.8	69.3	74.4	137	432	1368	4325	13676
17	County Road 24	County Road 102	County Road 103	55.2	46.8	55.3	58.6	4	11	36	114	361
18	Bronze Star Drive	County Road 102	County Road 103	50.2	44.1	55.2	56.6	2	7	23	73	230
19	County Road 103	County Road 22	I-5 WB Ramps	55.2	46.8	55.3	58.6	4	11	36	114	361
20	County Road 103	1-5 WB Ramps	1-5 EB Ramps	55.2	46.8	55.3	58.6	4	11	36	114	361
21	County Road 103	I-5 EB Ramps	Bronze Star Drive	55.2	46.8	55.3	58.6	4	11	36	114	361
22	County Road 103	Bronze Star Drive	County Road 25	55.2	46.8	55.3	58.6	4	11	36	114	361
23	County Road 25A	Bourn Drive	County Road 102	55.2	46.8	55.3	58.6	4	11	36	114	361
24	Marston Road	Pioneer Avenue	County Road 25A	50.2	44.1	55.2	56.6	2	7	23	73	230
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Ave	50.2	44.1	55.2	56.6	2	7	23	73	230
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Ave	53.8	46.0	54.8	57.7	3	9	29	92	291
27	Pioneer Avenue	Harry Lorenzo Ave	Matmor Drive	53.8	46.0	54.8	57.7	3	9	29	92	291
28	Pioneer Avenue	Matmor Drive	East Street	53.8	46.0	54.8	57.7	3	9	29	92	291

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing + Construction Traffic
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Leq
K Factor : NA
Traffic Desc. (Peak or ADT) : Peak

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Matmor Road	Sports Park Drive	Unnamed Road	65	30	50	93	2	5	87	0	13	
2	Parkland Avenue	Farmers Central Road	E. Heritage Parkway	65	30	50	93	2	5	87	0	13	
3	Parkland Avenue	E. Heritage Parkway	County Road 25A	81	30	50	93	2	5	87	0	13	
4	Sports Park Drive	College Street	East Street	97	30	50	93	2	5	87	0	13	
5	Sports Park Drive	East Street	Matmor Road	113	30	50	93	2	5	87	0	13	
6	I-5 NB Ramp	I-5 NB	SR 113	129	30	50	93	2	5	87	0	13	
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	145	30	50	93	2	5	87	0	13	
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	161	30	50	93	2	5	87	0	13	
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	177	30	50	93	2	5	87	0	13	
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	193	30	50	93	2	5	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR

Project Number : 60285491

Modeling Condition : Existing + Construction Traffic

Metric (Leq, Ldn, CNEL) : Leq

Segment	Roadway	Segment		Noise Levels, dB Leq				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Matmor Road	Sports Park Drive	Unnamed Road	50.2	44.1	55.2	56.6	2	7	23	73	230
2	Parkland Avenue	Farmers Central	R.E. Heritage Parkw	50.2	44.1	55.2	56.6	2	7	23	73	230
3	Parkland Avenue	E. Heritage Parkw	County Road 25A	51.1	45.0	56.1	57.6	3	9	29	90	286
4	Sports Park Drive	College Street	East Street	51.9	45.8	56.9	58.4	3	11	34	108	343
5	Sports Park Drive	East Street	Matmor Road	52.6	46.5	57.6	59.0	4	13	40	126	399
6	I-5 NB Ramp	I-5 NB	SR 113	53.2	47.1	58.2	59.6	5	14	46	144	456
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	53.7	47.6	58.7	60.1	5	16	51	162	512
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	54.1	48.0	59.1	60.6	6	18	57	180	569
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	54.5	48.4	59.5	61.0	6	20	63	198	625
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	54.9	48.8	59.9	61.3	7	22	68	216	682

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	4574	45	50	97	2	1	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	7100	45	50	97	2	1	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	8211	45	50	97	2	1	87	0	13	
4	County Road 98	Main Street	W. Cross Street	9500	45	50	97	2	1	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	8320	45	50	97	2	1	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	5770	45	50	97	2	1	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	1100	30	50	97	2	1	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	2992	30	50	97	2	1	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	7336	30	50	97	2	1	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	6252	30	50	97	2	1	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	5000	30	50	97	2	1	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	4700	30	50	97	2	1	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	2500	30	50	97	2	1	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	3424	30	50	97	2	1	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	6149	30	50	97	2	1	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	8758	30	50	97	2	1	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	7976	25	50	97	2	1	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	7500	30	50	97	2	1	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	6623	30	50	97	2	1	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	3500	30	50	97	2	1	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	5500	30	50	97	2	1	87	0	13	
22	California Street	W. Main Street	W. Cross Street	4500	30	50	97	2	1	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	1300	30	50	97	2	1	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	8639	30	50	97	2	1	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	7124	30	50	97	2	1	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	9347	30	50	97	2	1	87	0	13	
27	West Street	W. Court Street	W. Main Street	9866	30	50	97	2	1	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	10086	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.5	54.9	56.3	64.7	15	47	148	468	1480
2	County Road 98	W. Kentucky Aver	W. Beamer Street	65.4	56.8	58.3	66.6	23	73	230	726	2297
3	County Road 98	W. Beamer Street	W. Main Street	66.0	57.4	58.9	67.3	27	84	266	840	2656
4	County Road 98	Main Street	W. Cross Street	66.6	58.0	59.5	67.9	31	97	307	972	3073
5	County Road 98	W. Cross Street	W. Gibson Road	66.1	57.5	58.9	67.3	27	85	269	851	2691
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.5	55.9	57.4	65.7	19	59	187	590	1866
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	52.2	45.9	50.0	54.9	2	5	15	48	153
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	56.6	50.3	54.4	59.2	4	13	42	132	416
9	Ashley Avenue	W. Court Street	W. Main Street	60.4	54.2	58.3	63.1	10	32	102	323	1021
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	59.8	53.5	57.6	62.4	9	28	87	275	870
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	58.8	52.5	56.6	61.4	7	22	70	220	696
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.5	52.2	56.3	61.2	7	21	65	207	654
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	55.8	49.5	53.6	58.4	3	11	35	110	348
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.1	50.9	55.0	59.8	5	15	48	151	477
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.7	53.4	57.5	62.3	9	27	86	271	856
16	Cottonwood Street	W. Court Street	W. Main Street	61.2	54.9	59.0	63.9	12	39	122	385	1219
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.5	53.3	57.9	61.9	8	24	77	244	772
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.5	54.3	58.4	63.2	10	33	104	330	1044
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.0	53.7	57.8	62.7	9	29	92	291	922
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.2	51.0	55.1	59.9	5	15	49	154	487
21	California Street	W. Beamer Street	W. Main Street	59.2	52.9	57.0	61.8	8	24	77	242	765
22	California Street	W. Main Street	W. Cross Street	58.3	52.0	56.2	61.0	6	20	63	198	626
23	California Street	W. Cross Street	W. Gibson Road	52.9	46.6	50.8	55.6	2	6	18	57	181
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.2	54.9	59.0	63.8	12	38	120	380	1202
25	N. West Street	W. Kentucky Aver	W. Beamer Street	60.3	54.0	58.2	63.0	10	31	99	314	991
26	West Street	W. Beamer Street	W. Court Street	61.5	55.2	59.3	64.2	13	41	130	411	1301
27	West Street	W. Court Street	W. Main Street	61.7	55.5	59.6	64.4	14	43	137	434	1373
28	West Street	W. Main Street	W. Lincoln Avenu	61.8	55.5	59.7	64.5	14	44	140	444	1404

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	9569	30	50	97	2	1	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	9739	30	50	97	2	1	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	5963	30	50	97	2	1	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	3060	30	50	97	2	1	87	0	13	
5	College Street	Beamer Street	Court Street	3735	30	50	97	2	1	87	0	13	
6	College Street	Court Street	Main Street	4527	30	50	97	2	1	87	0	13	
7	College Street	Main Street	Lincoln Avenue	4340	25	50	97	2	1	87	0	13	
8	College Street	Cross Street	Gibson Road	4298	25	50	97	2	1	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	3500	30	50	97	2	1	87	0	13	
10	3rd Street	Beamer Street	Main Street	3000	30	50	97	2	1	87	0	13	
11	3rd Street	Main Street	Cross Street	2500	30	50	97	2	1	87	0	13	
12	3rd Street	Cross Street	Gibson Road	3000	30	50	97	2	1	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	1600	30	50	97	2	1	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	9242	40	50	97	2	1	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	6371	40	50	97	2	1	87	0	13	
16	East Street	Court Street	Main Street	16353	35	50	97	2	1	87	0	13	
17	East Street	Main Street	Cross Street	11628	35	50	97	2	1	87	0	13	
18	East Street	Cross Street	Gum Avenue	12748	35	50	97	2	1	87	0	13	
19	East Street	Gum Avenue	E. Gibson Road	8368	35	50	97	2	1	87	0	13	
20	East Street	E. Gibson Road	Sports Park Drive	4629	40	50	97	2	1	87	0	13	
21	East Street	Sports Park Drive	South of Sports Park Drive	3000	40	50	97	2	1	87	0	13	
22	Matmor Road	E. Main Street	E. Gum Avenue	6984	30	50	97	2	1	87	0	13	
23	Matmor Road	E. Gum Avenue	E. Gibson Road	5342	30	50	97	2	1	87	0	13	
24	Matmor Road	E. Gibson Road	Sports Park Drive	3787	30	50	97	2	1	87	0	13	
25	Industrial Way	Cannery Road	E. Main Street	1000	30	50	97	2	1	87	0	13	
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	2003	30	50	97	2	1	87	0	13	
27	County Road 101	E. Gibson Road	South of E. Gibson Road	177	50	50	97	2	1	87	0	13	
28	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	3056	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.6	55.3	59.4	64.3	13	42	133	421	1332
2	West Street	W. Cross Street	W. Gibson Road	61.7	55.4	59.5	64.3	14	43	136	429	1355
3	West Street	W. Gibson Road	South of W. Gibsc	59.5	53.3	57.4	62.2	8	26	83	262	830
4	N. College Street	Kentucky Avenue	Beamer Street	56.6	50.4	54.5	59.3	4	13	43	135	426
5	College Street	Beamer Street	Court Street	57.5	51.2	55.3	60.2	5	16	52	164	520
6	College Street	Court Street	Main Street	58.4	52.1	56.2	61.0	6	20	63	199	630
7	College Street	Main Street	Lincoln Avenue	55.9	50.6	55.3	59.2	4	13	42	133	420
8	College Street	Cross Street	Gibson Road	55.8	50.6	55.2	59.2	4	13	42	132	416
9	College Street	Gibson Road	South of Gibson R	57.2	51.0	55.1	59.9	5	15	49	154	487
10	3rd Street	Beamer Street	Main Street	56.6	50.3	54.4	59.2	4	13	42	132	418
11	3rd Street	Main Street	Cross Street	55.8	49.5	53.6	58.4	3	11	35	110	348
12	3rd Street	Cross Street	Gibson Road	56.6	50.3	54.4	59.2	4	13	42	132	418
13	3rd Street	Gibson Road	South of Gibson R	53.8	47.6	51.7	56.5	2	7	22	70	223
14	N. East Street	Kentucky Avenue	North of Kentucky	65.0	57.1	58.9	66.5	22	71	225	711	2247
15	N. East Street	Kentucky Avenue	Beamer Street	63.4	55.5	57.3	64.9	15	49	155	490	1549
16	East Street	Court Street	Main Street	65.9	58.7	60.9	67.6	29	92	291	919	2907
17	East Street	Main Street	Cross Street	64.4	57.2	59.4	66.2	21	65	207	654	2067
18	East Street	Cross Street	Gum Avenue	64.8	57.6	59.8	66.6	23	72	227	717	2266
19	East Street	Gum Avenue	E. Gibson Road	62.9	55.8	58.0	64.7	15	47	149	470	1488
20	East Street	E. Gibson Road	Sports Park Drive	62.0	54.1	55.9	63.5	11	36	113	356	1126
21	East Street	Sports Park Drive	South of Sports Pa	60.2	52.2	54.0	61.6	7	23	73	231	729
22	Matmor Road	E. Main Street	E. Gum Avenue	60.2	54.0	58.1	62.9	10	31	97	307	972
23	Matmor Road	E. Gum Avenue	E. Gibson Road	59.1	52.8	56.9	61.7	7	24	74	235	743
24	Matmor Road	E. Gibson Road	Sports Park Drive	57.6	51.3	55.4	60.2	5	17	53	167	527
25	Industrial Way	Cannery Road	E. Main Street	51.8	45.5	49.6	54.4	1	4	14	44	139
26	Bourn Drive	E. Gum Avenue	E. Gibson Road	54.8	48.5	52.6	57.5	3	9	28	88	279
27	County Road 101	E. Gibson Road	South of E. Gibsor	50.7	41.5	42.6	51.7	1	2	7	24	74
28	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	60.2	52.3	54.1	61.7	7	23	74	235	743

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	4878	40	50	97	2	1	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	9006	40	50	97	2	1	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	10810	40	50	97	2	1	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	9994	40	50	97	2	1	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	4453	25	50	97	2	1	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	2300	30	50	97	2	1	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	1068	30	50	97	2	1	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	3500	50	50	97	2	1	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	5248	45	50	97	2	1	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	9604	45	50	97	2	1	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	16232	45	50	97	2	1	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	18000	45	50	97	2	1	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	23753	45	50	97	2	1	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	18622	45	50	97	2	1	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	10593	50	50	97	2	1	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	7500	50	50	97	2	1	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	9044	50	50	97	2	1	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	4505	40	50	97	2	1	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	6605	40	50	97	2	1	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	9211	40	50	97	2	1	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	9479	40	50	97	2	1	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	10613	40	50	97	2	1	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	4975	40	50	97	2	1	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	2494	40	50	97	2	1	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	1500	30	50	97	2	1	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	3000	30	50	97	2	1	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	2016	25	50	97	2	1	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	5934	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	62.3	54.3	56.2	63.8	12	38	119	375	1186
2	Pioneer Avenue	E. Beamer Street	E. Main Street	64.9	57.0	58.8	66.4	22	69	219	692	2190
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	65.7	57.8	59.6	67.2	26	83	263	831	2628
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	65.4	57.5	59.3	66.9	24	77	243	768	2430
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	56.0	50.8	55.4	59.4	4	14	43	136	431
6	Ogden Street	Branigan Avenue	E. Gibson Road	55.4	49.1	53.2	58.1	3	10	32	101	320
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	52.1	45.8	49.9	54.7	1	5	15	47	149
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	63.6	54.4	55.6	64.7	15	47	147	465	1471
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	64.1	55.5	56.9	65.3	17	54	170	537	1698
10	County Road 102	E. Beamer Street	E. Main Street	66.7	58.1	59.6	67.9	31	98	311	982	3107
11	County Road 102	E. Main Street	I-5 Northbound Ramp	69.0	60.4	61.8	70.2	53	166	525	1660	5251
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	69.4	60.8	62.3	70.7	58	184	582	1841	5822
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	70.6	62.0	63.5	71.9	77	243	768	2430	7683
14	County Road 102	Maxwell Avenue	E. Gibson Road	69.6	61.0	62.4	70.8	60	190	602	1905	6024
15	County Road 102	E. Gibson Road	Farmers Central Road	68.4	59.2	60.4	69.5	45	141	445	1408	4453
16	County Road 102	Farmers Central Road	E. Heritage Parkway	66.9	57.7	58.9	68.0	32	100	315	997	3153
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	67.7	58.5	59.7	68.8	38	120	380	1202	3802
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	61.9	54.0	55.8	63.4	11	35	110	346	1095
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	63.6	55.7	57.5	65.1	16	51	161	508	1606
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	65.0	57.1	58.9	66.5	22	71	224	708	2240
21	Kentucky Avenue	N. West Street	N. College Street	65.2	57.2	59.0	66.6	23	73	230	729	2305
22	Kentucky Avenue	N. College Street	N. East Street	65.6	57.7	59.5	67.1	26	82	258	816	2580
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	62.4	54.4	56.2	63.8	12	38	121	383	1210
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	59.4	51.4	53.2	60.8	6	19	61	192	606
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	53.6	47.3	51.4	56.2	2	7	21	66	209
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	56.6	50.3	54.4	59.2	4	13	42	132	418
27	W. Beamer Street	County Road 98	N. Ashley Avenue	52.6	47.3	51.9	55.9	2	6	20	62	195
28	W. Beamer Street	N. Cottonwood Street	N. West Street	59.5	53.2	57.4	62.2	8	26	83	261	826

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	7652	30	50	97	2	1	87	0	13	
2	Beamer Street	N. College Street	N. East Street	7462	25	50	97	2	1	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	6241	40	50	97	2	1	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	3736	45	50	97	2	1	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	5500	30	50	97	2	1	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	10411	30	50	97	2	1	87	0	13	
7	Court Street	West Street	College Street	10299	30	50	97	2	1	87	0	13	
8	Court Street	College Street	East Street	7653	30	50	97	2	1	87	0	13	
9	North Street	3rd Street	East Street	2500	30	50	97	2	1	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	1825	30	50	97	2	1	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	1000	35	50	97	2	1	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	10237	35	50	97	2	1	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	12827	35	50	97	2	1	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	13975	35	50	97	2	1	87	0	13	
15	Main Street	West Street	College Street	13015	35	50	97	2	1	87	0	13	
16	Main Street	Walnut Street	College Street	15000	35	50	97	2	1	87	0	13	
17	Main Street	College Street	3rd Street	13650	35	50	97	2	1	87	0	13	
18	Main Street	3rd Street	East Street	15576	35	50	97	2	1	87	0	13	
19	E. Main Street	East Street	Matmor Road	24015	35	50	97	2	1	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	25000	35	50	97	2	1	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	28891	35	50	97	2	1	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	31000	35	50	97	2	1	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	23000	35	50	97	2	1	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	8233	35	50	97	2	1	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	5581	35	50	97	2	1	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	2114	30	50	97	2	1	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	2700	30	50	97	2	1	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	4270	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	60.6	54.3	58.5	63.3	11	34	106	337	1065
2	Beamer Street	N. College Street	N. East Street	58.2	53.0	57.6	61.6	7	23	72	228	723
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	63.3	55.4	57.2	64.8	15	48	152	480	1517
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	62.6	54.0	55.5	63.8	12	38	121	382	1208
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.2	52.9	57.0	61.8	8	24	77	242	765
6	W. Court Street	Cottonwood Street	West Street	62.0	55.7	59.8	64.6	14	46	145	458	1449
7	Court Street	West Street	College Street	61.9	55.6	59.8	64.6	14	45	143	453	1433
8	Court Street	College Street	East Street	60.6	54.3	58.5	63.3	11	34	107	337	1065
9	North Street	3rd Street	East Street	55.8	49.5	53.6	58.4	3	11	35	110	348
10	Lemen Avenue	East Street	Matmor Road	54.4	48.1	52.2	57.1	3	8	25	80	254
11	Cannery Road	Matmor Road	Industrial Way	53.7	46.6	48.7	55.5	2	6	18	56	178
12	W. Main Street	County Road 98	Ashley Avenue	63.8	56.7	58.8	65.6	18	58	182	576	1820
13	W. Main Street	Ashley Avenue	Cottonwood Street	64.8	57.6	59.8	66.6	23	72	228	721	2280
14	W. Main Street	Cottonwood Street	West Street	65.2	58.0	60.2	67.0	25	79	248	786	2485
15	Main Street	West Street	College Street	64.9	57.7	59.9	66.7	23	73	231	732	2314
16	Main Street	Walnut Street	College Street	65.5	58.3	60.5	67.3	27	84	267	843	2667
17	Main Street	College Street	3rd Street	65.1	57.9	60.1	66.9	24	77	243	767	2427
18	Main Street	3rd Street	East Street	65.6	58.5	60.7	67.4	28	88	277	876	2769
19	E. Main Street	East Street	Matmor Road	67.5	60.4	62.5	69.3	43	135	427	1350	4269
20	E. Main Street	Matmor Road	Industrial Way	67.7	60.5	62.7	69.5	44	141	444	1406	4445
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.3	61.2	63.3	70.1	51	162	514	1624	5136
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	68.6	61.5	63.7	70.4	55	174	551	1743	5511
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramp	67.3	60.2	62.4	69.1	41	129	409	1293	4089
24	E. Main Street	I-5 Northbound Ramp	County Road 102	62.9	55.7	57.9	64.7	15	46	146	463	1464
25	E. Main Street	County Road 102	East of County Road	61.2	54.0	56.2	63.0	10	31	99	314	992
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.0	48.8	52.9	57.7	3	9	29	93	294
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.1	49.8	53.9	58.8	4	12	38	119	376
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.1	51.8	55.9	60.8	6	19	59	188	594

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	4500	30	50	97	2	1	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	3000	30	50	97	2	1	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	5903	30	50	97	2	1	87	0	13	
4	Cross Street	West Street	College Street	4573	30	50	97	2	1	87	0	13	
5	Cross Street	College Street	East Street	5000	30	50	97	2	1	87	0	13	
6	E. Gum Avenue	4th Street	East Street	3000	30	50	97	2	1	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	7155	35	50	97	2	1	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	8153	35	50	97	2	1	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	8500	35	50	97	2	1	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	3000	35	50	97	2	1	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	4801	30	50	97	2	1	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	4087	30	50	97	2	1	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	6022	30	50	97	2	1	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	10897	30	50	97	2	1	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	3000	30	50	97	2	1	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	4000	30	50	97	2	1	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	5658	35	50	97	2	1	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	7914	35	50	97	2	1	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	13085	35	50	97	2	1	87	0	13	
20	Gibson Road	West Street	College Street	15717	35	50	97	2	1	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	17936	35	50	97	2	1	87	0	13	
22	Gibson Road	Coloma Way	East Street	21024	35	50	97	2	1	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	21564	35	50	97	2	1	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	21000	35	50	97	2	1	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	23465	35	50	97	2	1	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	23000	35	50	97	2	1	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	22748	35	50	97	2	1	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	14640	35	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.3	52.0	56.2	61.0	6	20	63	198	626
2	W. Cross Street	County Road 98	Cottonwood Stree	56.6	50.3	54.4	59.2	4	13	42	132	418
3	W. Cross Street	Cottonwood Stree	West Street	59.5	53.2	57.3	62.2	8	26	82	260	822
4	Cross Street	West Street	College Street	58.4	52.1	56.2	61.0	6	20	64	201	636
5	Cross Street	College Street	East Street	58.8	52.5	56.6	61.4	7	22	70	220	696
6	E. Gum Avenue	4th Street	East Street	56.6	50.3	54.4	59.2	4	13	42	132	418
7	E. Gum Avenue	East Street	Matmor Road	62.3	55.1	57.3	64.1	13	40	127	402	1272
8	E. Gum Avenue	Matmor Road	Bourn Drive	62.8	55.7	57.9	64.6	14	46	145	458	1449
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	63.0	55.8	58.0	64.8	15	48	151	478	1511
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.5	51.3	53.5	60.3	5	17	53	169	533
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	58.6	52.3	56.4	61.3	7	21	67	211	668
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	57.9	51.6	55.7	60.6	6	18	57	180	569
13	Maxwell Avenue	Farnham Avenue	County Road 102	59.6	53.3	57.4	62.2	8	27	84	265	838
14	Maxwell Avenue	County Road 102	East of County Ro	62.2	55.9	60.0	64.8	15	48	152	480	1517
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.6	50.3	54.4	59.2	4	13	42	132	418
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	57.8	51.5	55.6	60.5	6	18	56	176	557
17	W. Gibson Road	County Road 98	Ashley Avenue	61.2	54.1	56.3	63.0	10	32	101	318	1006
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	62.7	55.5	57.7	64.5	14	44	141	445	1407
19	W. Gibson Road	Cottonwood Stree	West Street	64.9	57.7	59.9	66.7	23	74	233	736	2326
20	Gibson Road	West Street	College Street	65.7	58.5	60.7	67.5	28	88	279	884	2794
21	Gibson Road	College Avenue	Coloma Way	66.3	59.1	61.3	68.0	32	101	319	1008	3189
22	Gibson Road	Coloma Way	East Street	66.9	59.8	62.0	68.7	37	118	374	1182	3738
23	E. Gibson Road	East Street	Matmor Road	67.1	59.9	62.1	68.8	38	121	383	1212	3834
24	E. Gibson Road	Matmor Road	SR 113 Southbou	66.9	59.8	62.0	68.7	37	118	373	1181	3733
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	67.4	60.3	62.4	69.2	42	132	417	1319	4172
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	67.3	60.2	62.4	69.1	41	129	409	1293	4089
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.3	60.1	62.3	69.1	40	128	404	1279	4044
28	E. Gibson Road	Pioneer Avenue	County Road 102	65.4	58.2	60.4	67.2	26	82	260	823	2603

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	1500	30	50	97	2	1	87	0	13	
2	El Dorado Drive	West Street	College Street	3000	30	50	97	2	1	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	2500	30	50	97	2	1	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	1978	30	50	97	2	1	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	1000	40	50	97	2	1	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	1479	40	50	97	2	1	87	0	13	
7	I-5 Mainline	County Road 98	West Street	26500	65	50	97	2	1	87	0	13	
8	I-5 Mainline	West Street	East Street	28275	65	50	97	2	1	87	0	13	
9	I-5 Mainline	East Street	SR 113	31757	65	50	97	2	1	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	26000	65	50	97	2	1	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	39507	65	50	97	2	1	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	48837	65	50	97	2	1	87	0	13	
13	SR 113	I-5	E. Main Street	24758	65	50	97	2	1	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	20585	65	50	97	2	1	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	22442	65	50	97	2	1	87	0	13	
16	SR 16	County Road 98	West of County Road 99	11000	65	50	97	2	1	87	0	13	
	County Road 24	County Road 102	County Road 103	0	45	50		2	1	87	0		
	Bronze Star Drive	County Road 102	County Road 103	0	30	50		2	1	87	0		
	County Road 103	County Road 22	I-5 WB Ramps	0	45	50		2	1	87	0		
	County Road 103	1-5 WB Ramps	1-5 EB Ramps	0	45	50		2	1	87	0		
	County Road 103	I-5 EB Ramps	Bronze Star Drive	0	45	50		2	1	87	0		
	County Road 103	Bronze Star Drive	County Road 25	0	45	50		2	1	87	0		
	County Road 25A	Bourn Drive	County Road 102	0	45	50		2	1	87	0		
	Marston Road	Pioneer Avenue	County Road 25A	0	30	50		2	1	87	0		
	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	0	30	50		2	1	87	0		
	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	0	40	50		2	1	87	0		
	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	0	40	50		2	1	87	0		
	Pioneer Avenue	Matmor Drive	East Street	0	40	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Existing
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
Matmor Road		Sports Park Drive	Unnamed Road	0	30	50		2	1	87	0		
Parkland Avenue		Farmers Central Road	E. Heritage Parkway	0	30	50		2	1	87	0		
Parkland Avenue		E. Heritage Parkway	County Road 25A	0	30	50		2	1	87	0		
Sports Park Drive		College Street	East Street	0	30	50		2	1	87	0		
Sports Park Drive		East Street	Matmor Road	0	30	50		2	1	87	0		
I-5 NB Ramp		I-5 NB	SR 113	0	30	50		2	1	87	0		
I-5 NB Ramp		I-5 NB Off Ramp	County Road 103	0	30	50		2	1	87	0		
I-5 NB Ramp		I-5 NB On Ramp	County Road 103	0	30	50		2	1	87	0		
I-5 SB Ramp		I-5 SB Off Ramp	County Road 103	0	30	50		2	1	87	0		
I-5 SB Ramp		I-5 SB On Ramp	County Road 103	0	30	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	4940	45	50	97	2	1	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	8280	45	50	97	2	1	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	9690	45	50	97	2	1	87	0	13	
4	County Road 98	Main Street	W. Cross Street	9680	45	50	97	2	1	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	8420	45	50	97	2	1	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	5870	45	50	97	2	1	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	1260	30	50	97	2	1	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	3130	30	50	97	2	1	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	7390	30	50	97	2	1	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	6460	30	50	97	2	1	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	5060	30	50	97	2	1	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	4780	30	50	97	2	1	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	2630	30	50	97	2	1	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	3670	30	50	97	2	1	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	6360	30	50	97	2	1	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	9430	30	50	97	2	1	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	8460	25	50	97	2	1	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	8010	30	50	97	2	1	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	7060	30	50	97	2	1	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	3650	30	50	97	2	1	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	5610	30	50	97	2	1	87	0	13	
22	California Street	W. Main Street	W. Cross Street	4520	30	50	97	2	1	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	1450	30	50	97	2	1	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	8640	30	50	97	2	1	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	7990	30	50	97	2	1	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	10030	30	50	97	2	1	87	0	13	
27	West Street	W. Court Street	W. Main Street	10570	30	50	97	2	1	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	10450	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.8	55.2	56.7	65.0	16	51	160	505	1598
2	County Road 98	W. Kentucky Aver	W. Beamer Street	66.0	57.4	58.9	67.3	27	85	268	847	2678
3	County Road 98	W. Beamer Street	W. Main Street	66.7	58.1	59.6	68.0	31	99	313	991	3134
4	County Road 98	Main Street	W. Cross Street	66.7	58.1	59.6	68.0	31	99	313	990	3131
5	County Road 98	W. Cross Street	W. Gibson Road	66.1	57.5	59.0	67.4	27	86	272	861	2724
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.6	55.9	57.4	65.8	19	60	190	600	1899
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	52.8	46.5	50.6	55.4	2	6	18	55	175
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	56.7	50.5	54.6	59.4	4	14	44	138	436
9	Ashley Avenue	W. Court Street	W. Main Street	60.5	54.2	58.3	63.1	10	33	103	325	1028
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	59.9	53.6	57.7	62.5	9	28	90	284	899
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	58.8	52.6	56.7	61.5	7	22	70	223	704
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.6	52.3	56.4	61.2	7	21	67	210	665
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	56.0	49.7	53.8	58.6	4	12	37	116	366
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.4	51.2	55.3	60.1	5	16	51	162	511
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.8	53.5	57.7	62.5	9	28	89	280	885
16	Cottonwood Street	W. Court Street	W. Main Street	61.5	55.3	59.4	64.2	13	42	131	415	1312
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.8	53.5	58.2	62.1	8	26	82	259	819
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.8	54.5	58.7	63.5	11	35	111	353	1115
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.3	54.0	58.1	62.9	10	31	98	311	983
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.4	51.1	55.2	60.1	5	16	51	161	508
21	California Street	W. Beamer Street	W. Main Street	59.3	53.0	57.1	61.9	8	25	78	247	781
22	California Street	W. Main Street	W. Cross Street	58.3	52.1	56.2	61.0	6	20	63	199	629
23	California Street	W. Cross Street	W. Gibson Road	53.4	47.1	51.2	56.1	2	6	20	64	202
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.2	54.9	59.0	63.8	12	38	120	380	1202
25	N. West Street	W. Kentucky Aver	W. Beamer Street	60.8	54.5	58.6	63.5	11	35	111	352	1112
26	West Street	W. Beamer Street	W. Court Street	61.8	55.5	59.6	64.5	14	44	140	441	1396
27	West Street	W. Court Street	W. Main Street	62.0	55.8	59.9	64.7	15	47	147	465	1471
28	West Street	W. Main Street	W. Lincoln Avenu	62.0	55.7	59.8	64.6	15	46	145	460	1454

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	10080	30	50	97	2	1	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	10250	30	50	97	2	1	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	8120	30	50	97	2	1	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	3350	30	50	97	2	1	87	0	13	
5	College Street	Beamer Street	Court Street	3850	30	50	97	2	1	87	0	13	
6	College Street	Court Street	Main Street	4630	30	50	97	2	1	87	0	13	
7	College Street	Main Street	Lincoln Avenue	4440	25	50	97	2	1	87	0	13	
8	College Street	Cross Street	Gibson Road	4300	25	50	97	2	1	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	3600	30	50	97	2	1	87	0	13	
10	3rd Street	Beamer Street	Main Street	3160	30	50	97	2	1	87	0	13	
11	3rd Street	Main Street	Cross Street	2570	30	50	97	2	1	87	0	13	
12	3rd Street	Cross Street	Gibson Road	3010	30	50	97	2	1	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	1700	30	50	97	2	1	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	11900	40	50	97	2	1	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	9060	40	50	97	2	1	87	0	13	
16	East Street	Court Street	Main Street	19020	35	50	97	2	1	87	0	13	
16	East Street	Main Street	Cross Street	12880	35	50	97	2	1	87	0	13	
16	East Street	Cross Street	Gum Avenue	14230	35	50	97	2	1	87	0	13	
16	East Street	Gum Avenue	E. Gibson Road	9150	35	50	97	2	1	87	0	13	
16	East Street	E. Gibson Road	Sports Park Drive	4630	40	50	97	2	1	87	0	13	
16	East Street	Sports Park Drive	South of Sports Park Drive	3100	40	50	97	2	1	87	0	13	
16	Matmor Road	E. Main Street	E. Gum Avenue	7320	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gum Avenue	E. Gibson Road	5650	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gibson Road	Sports Park Drive	4550	30	50	97	2	1	87	0	13	
16	Industrial Way	Cannery Road	E. Main Street	1300	30	50	97	2	1	87	0	13	
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	2330	30	50	97	2	1	87	0	13	
16	County Road 101	E. Gibson Road	South of E. Gibson Road	2180	50	50	97	2	1	87	0	13	
16	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	3800	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.8	55.5	59.7	64.5	14	44	140	444	1403
2	West Street	W. Cross Street	W. Gibson Road	61.9	55.6	59.7	64.6	14	45	143	451	1427
3	West Street	W. Gibson Road	South of W. Gibsc	60.9	54.6	58.7	63.5	11	36	113	357	1130
4	N. College Street	Kentucky Avenue	Beamer Street	57.0	50.8	54.9	59.7	5	15	47	147	466
5	College Street	Beamer Street	Court Street	57.6	51.4	55.5	60.3	5	17	54	169	536
6	College Street	Court Street	Main Street	58.4	52.2	56.3	61.1	6	20	64	204	644
7	College Street	Main Street	Lincoln Avenue	56.0	50.7	55.4	59.3	4	14	43	136	430
8	College Street	Cross Street	Gibson Road	55.8	50.6	55.2	59.2	4	13	42	132	416
9	College Street	Gibson Road	South of Gibson R	57.4	51.1	55.2	60.0	5	16	50	158	501
10	3rd Street	Beamer Street	Main Street	56.8	50.5	54.6	59.4	4	14	44	139	440
11	3rd Street	Main Street	Cross Street	55.9	49.6	53.7	58.5	4	11	36	113	358
12	3rd Street	Cross Street	Gibson Road	56.6	50.3	54.4	59.2	4	13	42	132	419
13	3rd Street	Gibson Road	South of Gibson R	54.1	47.8	51.9	56.8	2	7	24	75	237
14	N. East Street	Kentucky Avenue	North of Kentucky	66.1	58.2	60.0	67.6	29	91	289	915	2893
15	N. East Street	Kentucky Avenue	Beamer Street	65.0	57.0	58.8	66.4	22	70	220	697	2203
16	East Street	Court Street	Main Street	66.5	59.3	61.5	68.3	34	107	338	1069	3381
16	East Street	Main Street	Cross Street	64.8	57.7	59.8	66.6	23	72	229	724	2290
16	East Street	Cross Street	Gum Avenue	65.3	58.1	60.3	67.0	25	80	253	800	2530
16	East Street	Gum Avenue	E. Gibson Road	63.3	56.2	58.4	65.1	16	51	163	514	1627
16	East Street	E. Gibson Road	Sports Park Drive	62.0	54.1	55.9	63.5	11	36	113	356	1126
16	East Street	Sports Park Drive	South of Sports Pa	60.3	52.4	54.2	61.8	8	24	75	238	754
16	Matmor Road	E. Main Street	E. Gum Avenue	60.4	54.2	58.3	63.1	10	32	102	322	1019
16	Matmor Road	E. Gum Avenue	E. Gibson Road	59.3	53.0	57.1	62.0	8	25	79	249	786
16	Matmor Road	E. Gibson Road	Sports Park Drive	58.4	52.1	56.2	61.0	6	20	63	200	633
16	Industrial Way	Cannery Road	E. Main Street	52.9	46.6	50.8	55.6	2	6	18	57	181
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	55.5	49.2	53.3	58.1	3	10	32	103	324
16	County Road 101	E. Gibson Road	South of E. Gibsor	61.6	52.4	53.5	62.6	9	29	92	290	916
16	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	61.2	53.3	55.1	62.7	9	29	92	292	924

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	7730	40	50	97	2	1	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	14420	40	50	97	2	1	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	18510	40	50	97	2	1	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	19270	40	50	97	2	1	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	17110	25	50	97	2	1	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	2400	30	50	97	2	1	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	1790	30	50	97	2	1	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	4220	50	50	97	2	1	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	7560	45	50	97	2	1	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	12150	45	50	97	2	1	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	20820	45	50	97	2	1	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	21440	45	50	97	2	1	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	30730	45	50	97	2	1	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	26240	45	50	97	2	1	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	19320	50	50	97	2	1	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	12850	50	50	97	2	1	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	10400	50	50	97	2	1	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	5290	40	50	97	2	1	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	7650	40	50	97	2	1	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	10450	40	50	97	2	1	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	11940	40	50	97	2	1	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	14300	40	50	97	2	1	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	6830	40	50	97	2	1	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	4700	40	50	97	2	1	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	1560	30	50	97	2	1	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	3070	30	50	97	2	1	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	2360	25	50	97	2	1	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	6180	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	64.3	56.3	58.2	65.8	19	59	188	594	1879
2	Pioneer Avenue	E. Beamer Street	E. Main Street	67.0	59.0	60.9	68.5	35	111	351	1109	3506
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	68.1	60.1	61.9	69.5	45	142	450	1423	4501
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	68.2	60.3	62.1	69.7	47	148	469	1482	4685
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	61.8	56.6	61.2	65.2	17	52	166	524	1657
6	Ogden Street	Branigan Avenue	E. Gibson Road	55.6	49.3	53.4	58.2	3	11	33	106	334
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	54.3	48.0	52.2	57.0	2	8	25	79	249
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	64.4	55.2	56.4	65.5	18	56	177	561	1774
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	65.6	57.0	58.5	66.9	24	77	245	773	2445
10	County Road 102	E. Beamer Street	E. Main Street	67.7	59.1	60.6	69.0	39	124	393	1243	3930
11	County Road 102	E. Main Street	I-5 Northbound Ramp	70.0	61.4	62.9	71.3	67	213	673	2130	6735
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	70.2	61.6	63.1	71.4	69	219	694	2193	6935
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	71.7	63.1	64.6	73.0	99	314	994	3143	9940
14	County Road 102	Maxwell Avenue	E. Gibson Road	71.1	62.4	63.9	72.3	85	268	849	2684	8488
15	County Road 102	E. Gibson Road	Farmers Central Road	71.0	61.8	63.0	72.1	81	257	812	2568	8121
16	County Road 102	Farmers Central Road	E. Heritage Parkway	69.3	60.1	61.3	70.3	54	171	540	1708	5401
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	68.4	59.1	60.3	69.4	44	138	437	1382	4372
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	62.6	54.7	56.5	64.1	13	41	129	407	1286
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	64.2	56.3	58.1	65.7	19	59	186	588	1860
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	65.6	57.6	59.5	67.1	25	80	254	803	2541
21	Kentucky Avenue	N. West Street	N. College Street	66.2	58.2	60.0	67.6	29	92	290	918	2903
22	Kentucky Avenue	N. College Street	N. East Street	66.9	59.0	60.8	68.4	35	110	348	1100	3477
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	63.7	55.8	57.6	65.2	17	53	166	525	1661
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	62.1	54.2	56.0	63.6	11	36	114	361	1143
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	53.7	47.4	51.6	56.4	2	7	22	69	217
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	56.7	50.4	54.5	59.3	4	14	43	135	427
27	W. Beamer Street	County Road 98	N. Ashley Avenue	53.2	48.0	52.6	56.6	2	7	23	72	229
28	W. Beamer Street	N. Cottonwood Street	N. West Street	59.7	53.4	57.5	62.4	9	27	86	272	860

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	7980	30	50	97	2	1	87	0	13	
2	Beamer Street	N. College Street	N. East Street	8030	25	50	97	2	1	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	7980	40	50	97	2	1	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	4420	45	50	97	2	1	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	5770	30	50	97	2	1	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	11190	30	50	97	2	1	87	0	13	
7	Court Street	West Street	College Street	10790	30	50	97	2	1	87	0	13	
8	Court Street	College Street	East Street	8380	30	50	97	2	1	87	0	13	
9	North Street	3rd Street	East Street	2610	30	50	97	2	1	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	1960	30	50	97	2	1	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	1300	35	50	97	2	1	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	12820	35	50	97	2	1	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	14560	35	50	97	2	1	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	15070	35	50	97	2	1	87	0	13	
15	Main Street	West Street	College Street	13760	35	50	97	2	1	87	0	13	
16	Main Street	Walnut Street	College Street	16020	35	50	97	2	1	87	0	13	
17	Main Street	College Street	3rd Street	14450	35	50	97	2	1	87	0	13	
18	Main Street	3rd Street	East Street	17130	35	50	97	2	1	87	0	13	
19	E. Main Street	East Street	Matmor Road	26760	35	50	97	2	1	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	28580	35	50	97	2	1	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	30960	35	50	97	2	1	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	35530	35	50	97	2	1	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	25210	35	50	97	2	1	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	9940	35	50	97	2	1	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	7320	35	50	97	2	1	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	2200	30	50	97	2	1	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	2800	30	50	97	2	1	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	4430	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	60.8	54.5	58.6	63.5	11	35	111	351	1111
2	Beamer Street	N. College Street	N. East Street	58.6	53.3	57.9	61.9	8	25	78	246	778
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	64.4	56.5	58.3	65.9	19	61	194	614	1940
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	63.3	54.7	56.2	64.6	14	45	143	452	1430
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.4	53.1	57.2	62.1	8	25	80	254	803
6	W. Court Street	Cottonwood Street	West Street	62.3	56.0	60.1	64.9	16	49	156	492	1557
7	Court Street	West Street	College Street	62.1	55.8	60.0	64.8	15	47	150	475	1502
8	Court Street	College Street	East Street	61.0	54.7	58.9	63.7	12	37	117	369	1166
9	North Street	3rd Street	East Street	56.0	49.7	53.8	58.6	4	11	36	115	363
10	Lemen Avenue	East Street	Matmor Road	54.7	48.4	52.5	57.4	3	9	27	86	273
11	Cannery Road	Matmor Road	Industrial Way	54.9	47.7	49.9	56.6	2	7	23	73	231
12	W. Main Street	County Road 98	Ashley Avenue	64.8	57.6	59.8	66.6	23	72	228	721	2279
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.4	58.2	60.4	67.1	26	82	259	819	2589
14	W. Main Street	Cottonwood Street	West Street	65.5	58.3	60.5	67.3	27	85	268	847	2679
15	Main Street	West Street	College Street	65.1	57.9	60.1	66.9	24	77	245	774	2446
16	Main Street	Walnut Street	College Street	65.8	58.6	60.8	67.6	28	90	285	901	2848
17	Main Street	College Street	3rd Street	65.3	58.2	60.3	67.1	26	81	257	812	2569
18	Main Street	3rd Street	East Street	66.1	58.9	61.1	67.8	30	96	305	963	3045
19	E. Main Street	East Street	Matmor Road	68.0	60.8	63.0	69.8	48	150	476	1504	4758
20	E. Main Street	Matmor Road	Industrial Way	68.3	61.1	63.3	70.1	51	161	508	1607	5081
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.6	61.5	63.6	70.4	55	174	550	1741	5504
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	69.2	62.1	64.2	71.0	63	200	632	1998	6317
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramp	67.7	60.6	62.8	69.5	45	142	448	1417	4482
24	E. Main Street	I-5 Northbound Ramp	County Road 102	63.7	56.5	58.7	65.5	18	56	177	559	1767
25	E. Main Street	County Road 102	East of County Road	62.4	55.2	57.4	64.2	13	41	130	412	1301
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.2	48.9	53.0	57.9	3	10	31	97	306
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.3	50.0	54.1	58.9	4	12	39	123	390
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.3	52.0	56.1	60.9	6	19	62	195	617

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	4630	30	50	97	2	1	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	3100	30	50	97	2	1	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	5930	30	50	97	2	1	87	0	13	
4	Cross Street	West Street	College Street	4670	30	50	97	2	1	87	0	13	
5	Cross Street	College Street	East Street	5100	30	50	97	2	1	87	0	13	
6	E. Gum Avenue	4th Street	East Street	3770	30	50	97	2	1	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	7910	35	50	97	2	1	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	8800	35	50	97	2	1	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	11010	35	50	97	2	1	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	3240	35	50	97	2	1	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	6120	30	50	97	2	1	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	4700	30	50	97	2	1	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	6990	30	50	97	2	1	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	16360	30	50	97	2	1	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	3100	30	50	97	2	1	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	4010	30	50	97	2	1	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	7030	35	50	97	2	1	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	9220	35	50	97	2	1	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	15560	35	50	97	2	1	87	0	13	
20	Gibson Road	West Street	College Street	17040	35	50	97	2	1	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	18740	35	50	97	2	1	87	0	13	
22	Gibson Road	Coloma Way	East Street	22700	35	50	97	2	1	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	28710	35	50	97	2	1	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	29710	35	50	97	2	1	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	28670	35	50	97	2	1	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	26360	35	50	97	2	1	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	24590	35	50	97	2	1	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	15490	35	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.4	52.2	56.3	61.1	6	20	64	204	644
2	W. Cross Street	County Road 98	Cottonwood Stree	56.7	50.4	54.5	59.4	4	14	43	136	431
3	W. Cross Street	Cottonwood Stree	West Street	59.5	53.2	57.4	62.2	8	26	83	261	825
4	Cross Street	West Street	College Street	58.5	52.2	56.3	61.1	6	21	65	206	650
5	Cross Street	College Street	East Street	58.9	52.6	56.7	61.5	7	22	71	224	710
6	E. Gum Avenue	4th Street	East Street	57.6	51.3	55.4	60.2	5	17	52	166	525
7	E. Gum Avenue	East Street	Matmor Road	62.7	55.5	57.7	64.5	14	44	141	445	1406
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.2	56.0	58.2	65.0	16	49	156	495	1565
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	64.1	57.0	59.2	65.9	20	62	196	619	1957
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.8	51.7	53.8	60.6	6	18	58	182	576
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	59.7	53.4	57.5	62.3	9	27	85	269	852
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.5	52.2	56.3	61.2	7	21	65	207	654
13	Maxwell Avenue	Farnham Avenue	County Road 102	60.2	54.0	58.1	62.9	10	31	97	308	973
14	Maxwell Avenue	County Road 102	East of County Ro	63.9	57.6	61.8	66.6	23	72	228	720	2277
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.7	50.4	54.5	59.4	4	14	43	136	431
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	57.8	51.5	55.7	60.5	6	18	56	176	558
17	W. Gibson Road	County Road 98	Ashley Avenue	62.2	55.0	57.2	64.0	12	40	125	395	1250
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.4	56.2	58.4	65.2	16	52	164	518	1639
19	W. Gibson Road	Cottonwood Stree	West Street	65.6	58.5	60.7	67.4	28	87	277	875	2766
20	Gibson Road	West Street	College Street	66.0	58.9	61.1	67.8	30	96	303	958	3029
21	Gibson Road	College Avenue	Coloma Way	66.4	59.3	61.5	68.2	33	105	333	1054	3332
22	Gibson Road	Coloma Way	East Street	67.3	60.1	62.3	69.1	40	128	404	1276	4036
23	E. Gibson Road	East Street	Matmor Road	68.3	61.1	63.3	70.1	51	161	510	1614	5104
24	E. Gibson Road	Matmor Road	SR 113 Southbou	68.4	61.3	63.5	70.2	53	167	528	1670	5282
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	68.3	61.1	63.3	70.1	51	161	510	1612	5097
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	67.9	60.8	62.9	69.7	47	148	469	1482	4686
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.6	60.5	62.6	69.4	44	138	437	1382	4372
28	E. Gibson Road	Pioneer Avenue	County Road 102	65.6	58.5	60.6	67.4	28	87	275	871	2754

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	1650	30	50	97	2	1	87	0	13	
2	El Dorado Drive	West Street	College Street	3310	30	50	97	2	1	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	6650	30	50	97	2	1	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	5340	30	50	97	2	1	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	2500	40	50	97	2	1	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	4150	40	50	97	2	1	87	0	13	
7	I-5 Mainline	County Road 98	West Street	38450	65	50	97	2	1	87	0	13	
8	I-5 Mainline	West Street	East Street	39330	65	50	97	2	1	87	0	13	
9	I-5 Mainline	East Street	SR 113	45470	65	50	97	2	1	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	36720	65	50	97	2	1	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	59650	65	50	97	2	1	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	71540	65	50	97	2	1	87	0	13	
13	SR 113	I-5	E. Main Street	27750	65	50	97	2	1	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	32840	65	50	97	2	1	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	31150	65	50	97	2	1	87	0	13	
16	SR 16	County Road 98	West of County Road 99	15270	65	50	97	2	1	87	0	13	
17	County Road 24	County Road 102	County Road 103	590	45	50	97	2	1	87	0	13	
18	Bronze Star Drive	County Road 102	County Road 103	8180	30	50	97	2	1	87	0	13	
	County Road 103	County Road 22	I-5 WB Ramps	0	45	50		2	1	87	0		
	County Road 103	1-5 WB Ramps	1-5 EB Ramps	0	45	50		2	1	87	0		
	County Road 103	I-5 EB Ramps	Bronze Star Drive	0	45	50		2	1	87	0		
	County Road 103	Bronze Star Drive	County Road 25	0	45	50		2	1	87	0		
23	County Road 25A	Bourn Drive	County Road 102	2780	45	50	97	2	1	87	0	13	
24	Marston Road	Pioneer Avenue	County Road 25A	390	30	50	97	2	1	87	0	13	
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	1230	30	50	97	2	1	87	0	13	
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	660	40	50	97	2	1	87	0	13	
27	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	810	40	50	97	2	1	87	0	13	
28	Pioneer Avenue	Matmor Drive	East Street	760	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	El Dorado Drive	County Road 98	West Street	54.0	47.7	51.8	56.6	2	7	23	73	230
2	El Dorado Drive	West Street	College Street	57.0	50.7	54.8	59.6	5	15	46	146	461
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	60.0	53.7	57.9	62.7	9	29	93	293	926
4	Farmers Central Road	Miekle Avenue	County Road 102	59.1	52.8	56.9	61.7	7	24	74	235	743
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	59.4	51.4	53.3	60.8	6	19	61	192	608
6	E. Heritage Parkway	Miekle Avenue	County Road 102	61.6	53.6	55.5	63.0	10	32	101	319	1009
7	I-5 Mainline	County Road 98	West Street	77.3	66.6	67.1	78.0	318	1004	3175	10041	31754
8	I-5 Mainline	West Street	East Street	77.4	66.7	67.2	78.1	325	1027	3248	10271	32480
9	I-5 Mainline	East Street	SR 113	78.0	67.3	67.8	78.8	376	1187	3755	11875	37551
10	I-5 Mainline	SR 113	E. Main Street	77.1	66.4	66.9	77.8	303	959	3032	9590	30325
11	I-5 Mainline	E. Main Street	County Road 102	79.2	68.5	69.0	79.9	493	1558	4926	15578	49261
12	I-5 Mainline	County Road 102	East of County Ro	80.0	69.3	69.8	80.7	591	1868	5908	18683	59081
13	SR 113	I-5	E. Main Street	75.9	65.2	65.6	76.6	229	725	2292	7247	22917
14	SR 113	E. Main Street	E. Gibson Road	76.6	65.9	66.4	77.3	271	858	2712	8576	27121
15	SR 113	E. Gibson Road	South of E. Gibsor	76.4	65.7	66.1	77.1	257	813	2572	8135	25725
16	SR 16	County Road 98	West of County R	73.3	62.6	63.1	74.0	126	399	1261	3988	12611
17	County Road 24	County Road 102	County Road 103	54.6	46.0	47.5	55.8	2	6	19	60	191
18	Bronze Star Drive	County Road 102	County Road 103	60.9	54.6	58.8	63.6	11	36	114	360	1138
	County Road 103	County Road 22	I-5 WB Ramps									
	County Road 103	1-5 WB Ramps	1-5 EB Ramps									
	County Road 103	I-5 EB Ramps	Bronze Star Drive									
	County Road 103	Bronze Star Drive	County Road 25									
23	County Road 25A	Bourn Drive	County Road 102	61.3	52.7	54.2	62.5	9	28	90	284	899
24	Marston Road	Pioneer Avenue	County Road 25A	47.7	41.4	45.5	50.4	1	2	5	17	54
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Ave	52.7	46.4	50.5	55.3	2	5	17	54	171
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Ave	53.6	45.7	47.5	55.1	2	5	16	51	160
27	Pioneer Avenue	Harry Lorenzo Ave	Matmor Drive	54.5	46.5	48.4	56.0	2	6	20	62	197
28	Pioneer Avenue	Matmor Drive	East Street	54.2	46.3	48.1	55.7	2	6	18	58	185

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 1
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Matmor Road	Sports Park Drive	Unnamed Road	210	30	50	97	2	1	87	0	13	
2	Parkland Avenue	Farmers Central Road	E. Heritage Parkway	8150	30	50	97	2	1	87	0	13	
3	Parkland Avenue	E. Heritage Parkway	County Road 25A	5330	30	50	97	2	1	87	0	13	
4	Sports Park Drive	College Street	East Street	2370	30	50	97	2	1	87	0	13	
5	Sports Park Drive	East Street	Matmor Road	580	30	50	97	2	1	87	0	13	
6	I-5 NB Ramp	I-5 NB	SR 113	6830	30	50	97	2	1	87	0	13	
	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	0	30	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	4900	45	50	97	2	1	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	8960	45	50	97	2	1	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	10430	45	50	97	2	1	87	0	13	
4	County Road 98	Main Street	W. Cross Street	10090	45	50	97	2	1	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	8440	45	50	97	2	1	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	6350	45	50	97	2	1	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	1890	30	50	97	2	1	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	3520	30	50	97	2	1	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	7560	30	50	97	2	1	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	6460	30	50	97	2	1	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	5080	30	50	97	2	1	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	4800	30	50	97	2	1	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	2530	30	50	97	2	1	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	3810	30	50	97	2	1	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	6330	30	50	97	2	1	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	8980	30	50	97	2	1	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	8300	25	50	97	2	1	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	7720	30	50	97	2	1	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	6710	30	50	97	2	1	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	3510	30	50	97	2	1	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	5600	30	50	97	2	1	87	0	13	
22	California Street	W. Main Street	W. Cross Street	4510	30	50	97	2	1	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	1340	30	50	97	2	1	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	9070	30	50	97	2	1	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	8240	30	50	97	2	1	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	10280	30	50	97	2	1	87	0	13	
27	West Street	W. Court Street	W. Main Street	10580	30	50	97	2	1	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	10480	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.8	55.2	56.6	65.0	16	50	158	501	1585
2	County Road 98	W. Kentucky Aver	W. Beamer Street	66.4	57.8	59.3	67.6	29	92	290	917	2898
3	County Road 98	W. Beamer Street	W. Main Street	67.0	58.4	59.9	68.3	34	107	337	1067	3374
4	County Road 98	Main Street	W. Cross Street	66.9	58.3	59.8	68.1	33	103	326	1032	3264
5	County Road 98	W. Cross Street	W. Gibson Road	66.1	57.5	59.0	67.4	27	86	273	863	2730
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.9	56.3	57.8	66.1	21	65	205	650	2054
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	54.6	48.3	52.4	57.2	3	8	26	83	263
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	57.3	51.0	55.1	59.9	5	15	49	155	490
9	Ashley Avenue	W. Court Street	W. Main Street	60.6	54.3	58.4	63.2	11	33	105	333	1052
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	59.9	53.6	57.7	62.5	9	28	90	284	899
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	58.9	52.6	56.7	61.5	7	22	71	224	707
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.6	52.3	56.4	61.3	7	21	67	211	668
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	55.8	49.5	53.7	58.5	4	11	35	111	352
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.6	51.3	55.4	60.3	5	17	53	168	530
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.8	53.5	57.6	62.5	9	28	88	279	881
16	Cottonwood Street	W. Court Street	W. Main Street	61.3	55.0	59.2	64.0	12	40	125	395	1250
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.7	53.5	58.1	62.1	8	25	80	254	804
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.7	54.4	58.5	63.3	11	34	107	340	1074
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.1	53.8	57.9	62.7	9	30	93	295	934
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.2	51.0	55.1	59.9	5	15	49	154	488
21	California Street	W. Beamer Street	W. Main Street	59.3	53.0	57.1	61.9	8	25	78	246	779
22	California Street	W. Main Street	W. Cross Street	58.3	52.1	56.2	61.0	6	20	63	198	628
23	California Street	W. Cross Street	W. Gibson Road	53.1	46.8	50.9	55.7	2	6	19	59	186
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.4	55.1	59.2	64.0	13	40	126	399	1262
25	N. West Street	W. Kentucky Aver	W. Beamer Street	61.0	54.7	58.8	63.6	11	36	115	363	1147
26	West Street	W. Beamer Street	W. Court Street	61.9	55.6	59.7	64.6	14	45	143	452	1431
27	West Street	W. Court Street	W. Main Street	62.0	55.8	59.9	64.7	15	47	147	466	1472
28	West Street	W. Main Street	W. Lincoln Avenu	62.0	55.7	59.8	64.6	15	46	146	461	1459

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	10050	30	50	97	2	1	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	10120	30	50	97	2	1	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	6630	30	50	97	2	1	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	3650	30	50	97	2	1	87	0	13	
5	College Street	Beamer Street	Court Street	4260	30	50	97	2	1	87	0	13	
6	College Street	Court Street	Main Street	5050	30	50	97	2	1	87	0	13	
7	College Street	Main Street	Lincoln Avenue	4820	25	50	97	2	1	87	0	13	
8	College Street	Cross Street	Gibson Road	4890	25	50	97	2	1	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	4510	30	50	97	2	1	87	0	13	
10	3rd Street	Beamer Street	Main Street	3360	30	50	97	2	1	87	0	13	
11	3rd Street	Main Street	Cross Street	2760	30	50	97	2	1	87	0	13	
12	3rd Street	Cross Street	Gibson Road	3700	30	50	97	2	1	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	1700	30	50	97	2	1	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	11330	40	50	97	2	1	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	9180	40	50	97	2	1	87	0	13	
16	East Street	Court Street	Main Street	20010	35	50	97	2	1	87	0	13	
16	East Street	Main Street	Cross Street	16070	35	50	97	2	1	87	0	13	
16	East Street	Cross Street	Gum Avenue	17380	35	50	97	2	1	87	0	13	
16	East Street	Gum Avenue	E. Gibson Road	12320	35	50	97	2	1	87	0	13	
16	East Street	E. Gibson Road	Sports Park Drive	10090	40	50	97	2	1	87	0	13	
16	East Street	Sports Park Drive	South of Sports Park Drive	8860	40	50	97	2	1	87	0	13	
16	Matmor Road	E. Main Street	E. Gum Avenue	7140	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gum Avenue	E. Gibson Road	5740	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gibson Road	Sports Park Drive	5150	30	50	97	2	1	87	0	13	
16	Industrial Way	Cannery Road	E. Main Street	1110	30	50	97	2	1	87	0	13	
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	2150	30	50	97	2	1	87	0	13	
16	County Road 101	E. Gibson Road	South of E. Gibson Road	2460	50	50	97	2	1	87	0	13	
16	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	3370	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.8	55.5	59.6	64.5	14	44	140	442	1399
2	West Street	W. Cross Street	W. Gibson Road	61.8	55.6	59.7	64.5	14	45	141	445	1408
3	West Street	W. Gibson Road	South of W. Gibso	60.0	53.7	57.8	62.7	9	29	92	292	923
4	N. College Street	Kentucky Avenue	Beamer Street	57.4	51.1	55.2	60.1	5	16	51	161	508
5	College Street	Beamer Street	Court Street	58.1	51.8	55.9	60.7	6	19	59	187	593
6	College Street	Court Street	Main Street	58.8	52.5	56.7	61.5	7	22	70	222	703
7	College Street	Main Street	Lincoln Avenue	56.3	51.1	55.7	59.7	5	15	47	148	467
8	College Street	Cross Street	Gibson Road	56.4	51.2	55.8	59.8	5	15	47	150	474
9	College Street	Gibson Road	South of Gibson R	58.3	52.1	56.2	61.0	6	20	63	198	628
10	3rd Street	Beamer Street	Main Street	57.1	50.8	54.9	59.7	5	15	47	148	468
11	3rd Street	Main Street	Cross Street	56.2	49.9	54.0	58.9	4	12	38	121	384
12	3rd Street	Cross Street	Gibson Road	57.5	51.2	55.3	60.1	5	16	51	163	515
13	3rd Street	Gibson Road	South of Gibson R	54.1	47.8	51.9	56.8	2	7	24	75	237
14	N. East Street	Kentucky Avenue	North of Kentucky	65.9	58.0	59.8	67.4	28	87	275	871	2755
15	N. East Street	Kentucky Avenue	Beamer Street	65.0	57.1	58.9	66.5	22	71	223	706	2232
16	East Street	Court Street	Main Street	66.7	59.6	61.8	68.5	36	112	356	1125	3557
16	East Street	Main Street	Cross Street	65.8	58.6	60.8	67.6	29	90	286	903	2857
16	East Street	Cross Street	Gum Avenue	66.1	59.0	61.1	67.9	31	98	309	977	3090
16	East Street	Gum Avenue	E. Gibson Road	64.6	57.5	59.6	66.4	22	69	219	693	2190
16	East Street	E. Gibson Road	Sports Park Drive	65.4	57.5	59.3	66.9	25	78	245	776	2453
16	East Street	Sports Park Drive	South of Sports Pa	64.9	56.9	58.7	66.3	22	68	215	681	2154
16	Matmor Road	E. Main Street	E. Gum Avenue	60.3	54.0	58.2	63.0	10	31	99	314	994
16	Matmor Road	E. Gum Avenue	E. Gibson Road	59.4	53.1	57.2	62.0	8	25	80	253	799
16	Matmor Road	E. Gibson Road	Sports Park Drive	58.9	52.6	56.7	61.6	7	23	72	227	717
16	Industrial Way	Cannery Road	E. Main Street	52.2	46.0	50.1	54.9	2	5	15	49	154
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	55.1	48.8	52.9	57.8	3	9	30	95	299
16	County Road 101	E. Gibson Road	South of E. Gibsor	62.1	52.9	54.1	63.2	10	33	103	327	1034
16	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Avenu	60.7	52.7	54.5	62.1	8	26	82	259	819

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	6940	40	50	97	2	1	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	13180	40	50	97	2	1	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	15950	40	50	97	2	1	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	17290	40	50	97	2	1	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	19900	25	50	97	2	1	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	2840	30	50	97	2	1	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	1280	30	50	97	2	1	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	4660	50	50	97	2	1	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	10170	45	50	97	2	1	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	19170	45	50	97	2	1	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	27070	45	50	97	2	1	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	26640	45	50	97	2	1	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	34350	45	50	97	2	1	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	31710	45	50	97	2	1	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	21370	50	50	97	2	1	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	12330	50	50	97	2	1	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	11500	50	50	97	2	1	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	5730	40	50	97	2	1	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	9050	40	50	97	2	1	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	12050	40	50	97	2	1	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	13230	40	50	97	2	1	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	15710	40	50	97	2	1	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	8000	40	50	97	2	1	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	7290	40	50	97	2	1	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	1730	30	50	97	2	1	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	3170	30	50	97	2	1	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	2380	25	50	97	2	1	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	6290	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	63.8	55.9	57.7	65.3	17	53	169	534	1687
2	Pioneer Avenue	E. Beamer Street	E. Main Street	66.6	58.7	60.5	68.1	32	101	320	1013	3205
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	67.4	59.5	61.3	68.9	39	123	388	1226	3878
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	67.8	59.8	61.7	69.2	42	133	420	1329	4204
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	62.5	57.3	61.9	65.9	19	61	193	609	1927
6	Ogden Street	Branigan Avenue	E. Gibson Road	56.3	50.0	54.2	59.0	4	12	40	125	395
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	52.9	46.6	50.7	55.5	2	6	18	56	178
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	64.9	55.7	56.8	65.9	20	62	196	619	1959
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	66.9	58.3	59.8	68.2	33	104	329	1040	3290
10	County Road 102	E. Beamer Street	E. Main Street	69.7	61.1	62.6	70.9	62	196	620	1961	6201
11	County Road 102	E. Main Street	I-5 Northbound Ramp	71.2	62.6	64.1	72.4	88	277	876	2769	8756
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	71.1	62.5	64.0	72.4	86	272	862	2725	8617
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	72.2	63.6	65.1	73.5	111	351	1111	3514	11111
14	County Road 102	Maxwell Avenue	E. Gibson Road	71.9	63.3	64.8	73.1	103	324	1026	3244	10257
15	County Road 102	E. Gibson Road	Farmers Central Road	71.5	62.3	63.5	72.5	90	284	898	2841	8983
16	County Road 102	Farmers Central Road	E. Heritage Parkway	69.1	59.9	61.1	70.2	52	164	518	1639	5183
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	68.8	59.6	60.8	69.9	48	153	483	1529	4834
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	63.0	55.0	56.9	64.5	14	44	139	441	1393
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	65.0	57.0	58.8	66.4	22	70	220	696	2200
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	66.2	58.3	60.1	67.7	29	93	293	927	2930
21	Kentucky Avenue	N. West Street	N. College Street	66.6	58.7	60.5	68.1	32	102	322	1017	3217
22	Kentucky Avenue	N. College Street	N. East Street	67.4	59.4	61.2	68.8	38	121	382	1208	3820
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	64.4	56.5	58.3	65.9	19	62	195	615	1945
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	64.0	56.1	57.9	65.5	18	56	177	561	1773
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	54.2	47.9	52.0	56.8	2	8	24	76	241
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	56.8	50.5	54.6	59.5	4	14	44	140	441
27	W. Beamer Street	County Road 98	N. Ashley Avenue	53.3	48.0	52.7	56.6	2	7	23	73	230
28	W. Beamer Street	N. Cottonwood Street	N. West Street	59.8	53.5	57.6	62.4	9	28	88	277	875

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	8680	30	50	97	2	1	87	0	13	
2	Beamer Street	N. College Street	N. East Street	8890	25	50	97	2	1	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	7610	40	50	97	2	1	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	6950	45	50	97	2	1	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	5820	30	50	97	2	1	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	10960	30	50	97	2	1	87	0	13	
7	Court Street	West Street	College Street	10800	30	50	97	2	1	87	0	13	
8	Court Street	College Street	East Street	8570	30	50	97	2	1	87	0	13	
9	North Street	3rd Street	East Street	2580	30	50	97	2	1	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	2040	30	50	97	2	1	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	1120	35	50	97	2	1	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	12920	35	50	97	2	1	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	14660	35	50	97	2	1	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	14790	35	50	97	2	1	87	0	13	
15	Main Street	West Street	College Street	13980	35	50	97	2	1	87	0	13	
16	Main Street	Walnut Street	College Street	16830	35	50	97	2	1	87	0	13	
17	Main Street	College Street	3rd Street	14770	35	50	97	2	1	87	0	13	
18	Main Street	3rd Street	East Street	17600	35	50	97	2	1	87	0	13	
19	E. Main Street	East Street	Matmor Road	27570	35	50	97	2	1	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	28610	35	50	97	2	1	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	31390	35	50	97	2	1	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	36490	35	50	97	2	1	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	24570	35	50	97	2	1	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	11060	35	50	97	2	1	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	7040	35	50	97	2	1	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	2200	30	50	97	2	1	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	2800	30	50	97	2	1	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	4330	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	61.2	54.9	59.0	63.8	12	38	121	382	1208
2	Beamer Street	N. College Street	N. East Street	59.0	53.8	58.4	62.4	9	27	86	272	861
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	64.2	56.3	58.1	65.7	19	59	185	585	1850
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	65.3	56.7	58.2	66.5	22	71	225	711	2248
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.4	53.2	57.3	62.1	8	26	81	256	810
6	W. Court Street	Cottonwood Street	West Street	62.2	55.9	60.0	64.8	15	48	153	482	1525
7	Court Street	West Street	College Street	62.1	55.8	60.0	64.8	15	48	150	475	1503
8	Court Street	College Street	East Street	61.1	54.8	59.0	63.8	12	38	119	377	1193
9	North Street	3rd Street	East Street	55.9	49.6	53.7	58.6	4	11	36	114	359
10	Lemen Avenue	East Street	Matmor Road	54.9	48.6	52.7	57.5	3	9	28	90	284
11	Cannery Road	Matmor Road	Industrial Way	54.2	47.0	49.2	56.0	2	6	20	63	199
12	W. Main Street	County Road 98	Ashley Avenue	64.8	57.7	59.9	66.6	23	73	230	726	2297
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.4	58.2	60.4	67.2	26	82	261	824	2606
14	W. Main Street	Cottonwood Street	West Street	65.4	58.3	60.4	67.2	26	83	263	831	2629
15	Main Street	West Street	College Street	65.2	58.0	60.2	67.0	25	79	249	786	2485
16	Main Street	Walnut Street	College Street	66.0	58.8	61.0	67.8	30	95	299	946	2992
17	Main Street	College Street	3rd Street	65.4	58.2	60.4	67.2	26	83	263	830	2626
18	Main Street	3rd Street	East Street	66.2	59.0	61.2	68.0	31	99	313	989	3129
19	E. Main Street	East Street	Matmor Road	68.1	61.0	63.1	69.9	49	155	490	1550	4902
20	E. Main Street	Matmor Road	Industrial Way	68.3	61.1	63.3	70.1	51	161	509	1608	5086
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.7	61.5	63.7	70.5	56	176	558	1765	5581
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	69.3	62.2	64.4	71.1	65	205	649	2051	6487
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramp	67.6	60.5	62.6	69.4	44	138	437	1381	4368
24	E. Main Street	I-5 Northbound Ramp	County Road 102	64.2	57.0	59.2	65.9	20	62	197	622	1966
25	E. Main Street	County Road 102	East of County Road	62.2	55.0	57.2	64.0	13	40	125	396	1252
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.2	48.9	53.0	57.9	3	10	31	97	306
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.3	50.0	54.1	58.9	4	12	39	123	390
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.2	51.9	56.0	60.8	6	19	60	191	603

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	5000	30	50	97	2	1	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	3090	30	50	97	2	1	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	6000	30	50	97	2	1	87	0	13	
4	Cross Street	West Street	College Street	4800	30	50	97	2	1	87	0	13	
5	Cross Street	College Street	East Street	5420	30	50	97	2	1	87	0	13	
6	E. Gum Avenue	4th Street	East Street	3310	30	50	97	2	1	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	7670	35	50	97	2	1	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	8490	35	50	97	2	1	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	10070	35	50	97	2	1	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	3180	35	50	97	2	1	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	5030	30	50	97	2	1	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	4440	30	50	97	2	1	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	6810	30	50	97	2	1	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	20060	30	50	97	2	1	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	3170	30	50	97	2	1	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	4100	30	50	97	2	1	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	7090	35	50	97	2	1	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	9080	35	50	97	2	1	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	14920	35	50	97	2	1	87	0	13	
20	Gibson Road	West Street	College Street	17170	35	50	97	2	1	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	18520	35	50	97	2	1	87	0	13	
22	Gibson Road	Coloma Way	East Street	22970	35	50	97	2	1	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	23950	35	50	97	2	1	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	25790	35	50	97	2	1	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	25750	35	50	97	2	1	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	25060	35	50	97	2	1	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	23380	35	50	97	2	1	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	18550	35	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.8	52.5	56.6	61.4	7	22	70	220	696
2	W. Cross Street	County Road 98	Cottonwood Stree	56.7	50.4	54.5	59.3	4	14	43	136	430
3	W. Cross Street	Cottonwood Stree	West Street	59.6	53.3	57.4	62.2	8	26	84	264	835
4	Cross Street	West Street	College Street	58.6	52.3	56.4	61.3	7	21	67	211	668
5	Cross Street	College Street	East Street	59.1	52.8	57.0	61.8	8	24	75	239	754
6	E. Gum Avenue	4th Street	East Street	57.0	50.7	54.8	59.6	5	15	46	146	461
7	E. Gum Avenue	East Street	Matmor Road	62.6	55.4	57.6	64.4	14	43	136	431	1364
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.0	55.8	58.0	64.8	15	48	151	477	1509
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	63.8	56.6	58.8	65.5	18	57	179	566	1790
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.7	51.6	53.8	60.5	6	18	57	179	565
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	58.8	52.5	56.6	61.5	7	22	70	221	700
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.3	52.0	56.1	60.9	6	20	62	195	618
13	Maxwell Avenue	Farnham Avenue	County Road 102	60.1	53.8	58.0	62.8	9	30	95	300	948
14	Maxwell Avenue	County Road 102	East of County Ro	64.8	58.5	62.6	67.5	28	88	279	883	2792
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.8	50.5	54.6	59.5	4	14	44	140	441
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	57.9	51.6	55.8	60.6	6	18	57	180	571
17	W. Gibson Road	County Road 98	Ashley Avenue	62.2	55.1	57.2	64.0	13	40	126	399	1260
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.3	56.1	58.3	65.1	16	51	161	510	1614
19	W. Gibson Road	Cottonwood Stree	West Street	65.5	58.3	60.5	67.2	27	84	265	839	2653
20	Gibson Road	West Street	College Street	66.1	58.9	61.1	67.9	31	97	305	965	3053
21	Gibson Road	College Avenue	Coloma Way	66.4	59.2	61.4	68.2	33	104	329	1041	3293
22	Gibson Road	Coloma Way	East Street	67.3	60.2	62.4	69.1	41	129	408	1291	4084
23	E. Gibson Road	East Street	Matmor Road	67.5	60.3	62.5	69.3	43	135	426	1346	4258
24	E. Gibson Road	Matmor Road	SR 113 Southbou	67.8	60.7	62.9	69.6	46	145	459	1450	4585
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	67.8	60.7	62.8	69.6	46	145	458	1448	4578
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	67.7	60.5	62.7	69.5	45	141	446	1409	4455
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.4	60.2	62.4	69.2	42	131	416	1314	4157
28	E. Gibson Road	Pioneer Avenue	County Road 102	66.4	59.2	61.4	68.2	33	104	330	1043	3298

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	1650	30	50	97	2	1	87	0	13	
2	El Dorado Drive	West Street	College Street	3360	30	50	97	2	1	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	8960	30	50	97	2	1	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	8540	30	50	97	2	1	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	1470	40	50	97	2	1	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	3050	40	50	97	2	1	87	0	13	
7	I-5 Mainline	County Road 98	West Street	38750	65	50	97	2	1	87	0	13	
8	I-5 Mainline	West Street	East Street	40520	65	50	97	2	1	87	0	13	
9	I-5 Mainline	East Street	SR 113	46420	65	50	97	2	1	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	36710	65	50	97	2	1	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	58370	65	50	97	2	1	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	72960	65	50	97	2	1	87	0	13	
13	SR 113	I-5	E. Main Street	28720	65	50	97	2	1	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	36440	65	50	97	2	1	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	33980	65	50	97	2	1	87	0	13	
16	SR 16	County Road 98	West of County Road 99	15410	65	50	97	2	1	87	0	13	
17	County Road 24	County Road 102	County Road 103	1620	45	50	97	2	1	87	0	13	
18	Bronze Star Drive	County Road 102	County Road 103	3920	30	50	97	2	1	87	0	13	
	County Road 103	County Road 22	I-5 WB Ramps	0	45	50		2	1	87	0		
	County Road 103	1-5 WB Ramps	1-5 EB Ramps	0	45	50		2	1	87	0		
	County Road 103	I-5 EB Ramps	Bronze Star Drive	0	45	50		2	1	87	0		
	County Road 103	Bronze Star Drive	County Road 25	0	45	50		2	1	87	0		
23	County Road 25A	Bourn Drive	County Road 102	5410	45	50	97	2	1	87	0	13	
24	Marston Road	Pioneer Avenue	County Road 25A	4800	30	50	97	2	1	87	0	13	
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	1620	30	50	97	2	1	87	0	13	
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	5480	40	50	97	2	1	87	0	13	
27	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	5540	40	50	97	2	1	87	0	13	
28	Pioneer Avenue	Matmor Drive	East Street	5080	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	El Dorado Drive	County Road 98	West Street	54.0	47.7	51.8	56.6	2	7	23	73	230
2	El Dorado Drive	West Street	College Street	57.1	50.8	54.9	59.7	5	15	47	148	468
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	61.3	55.0	59.1	64.0	12	39	125	394	1247
4	Farmers Central Road	Miekle Avenue	County Road 102	61.1	54.8	58.9	63.8	12	38	119	376	1189
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	57.1	49.1	50.9	58.5	4	11	36	113	357
6	E. Heritage Parkway	Miekle Avenue	County Road 102	60.2	52.3	54.1	61.7	7	23	74	235	742
7	I-5 Mainline	County Road 98	West Street	77.3	66.6	67.1	78.1	320	1012	3200	10120	32001
8	I-5 Mainline	West Street	East Street	77.5	66.8	67.3	78.3	335	1058	3346	10582	33463
9	I-5 Mainline	East Street	SR 113	78.1	67.4	67.9	78.8	383	1212	3834	12123	38336
10	I-5 Mainline	SR 113	E. Main Street	77.1	66.4	66.9	77.8	303	959	3032	9587	30317
11	I-5 Mainline	E. Main Street	County Road 102	79.1	68.4	68.9	79.8	482	1524	4820	15244	48204
12	I-5 Mainline	County Road 102	East of County Ro	80.1	69.4	69.8	80.8	603	1905	6025	19054	60253
13	SR 113	I-5	E. Main Street	76.0	65.3	65.8	76.8	237	750	2372	7500	23718
14	SR 113	E. Main Street	E. Gibson Road	77.1	66.4	66.8	77.8	301	952	3009	9516	30094
15	SR 113	E. Gibson Road	South of E. Gibsor	76.8	66.1	66.5	77.5	281	887	2806	8874	28062
16	SR 16	County Road 98	West of County R	73.3	62.6	63.1	74.1	127	402	1273	4024	12726
17	County Road 24	County Road 102	County Road 103	59.0	50.4	51.8	60.2	5	17	52	166	524
18	Bronze Star Drive	County Road 102	County Road 103	57.7	51.4	55.6	60.4	5	17	55	173	546
	County Road 103	County Road 22	I-5 WB Ramps									
	County Road 103	1-5 WB Ramps	1-5 EB Ramps									
	County Road 103	I-5 EB Ramps	Bronze Star Drive									
	County Road 103	Bronze Star Drive	County Road 25									
23	County Road 25A	Bourn Drive	County Road 102	64.2	55.6	57.1	65.4	17	55	175	553	1750
24	Marston Road	Pioneer Avenue	County Road 25A	58.6	52.3	56.4	61.3	7	21	67	211	668
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Ave	53.9	47.6	51.7	56.5	2	7	23	71	225
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Ave	62.8	54.8	56.7	64.3	13	42	133	421	1332
27	Pioneer Avenue	Harry Lorenzo Ave	Matmor Drive	62.8	54.9	56.7	64.3	13	43	135	426	1347
28	Pioneer Avenue	Matmor Drive	East Street	62.4	54.5	56.3	63.9	12	39	124	391	1235

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 2
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Matmor Road	Sports Park Drive	Unnamed Road	470	30	50	97	2	1	87	0	13	
2	Parkland Avenue	Farmers Central Road	E. Heritage Parkway	13100	30	50	97	2	1	87	0	13	
3	Parkland Avenue	E. Heritage Parkway	County Road 25A	7950	30	50	97	2	1	87	0	13	
4	Sports Park Drive	College Street	East Street	3660	30	50	97	2	1	87	0	13	
5	Sports Park Drive	East Street	Matmor Road	270	30	50	97	2	1	87	0	13	
6	I-5 NB Ramp	I-5 NB	SR 113	7180	30	50	97	2	1	87	0	13	
	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	0	30	50		2	1	87	0		
	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	0	30	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	4850	45	50	97	2	1	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	8360	45	50	97	2	1	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	9690	45	50	97	2	1	87	0	13	
4	County Road 98	Main Street	W. Cross Street	9650	45	50	97	2	1	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	8420	45	50	97	2	1	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	6310	45	50	97	2	1	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	1670	30	50	97	2	1	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	3260	30	50	97	2	1	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	7530	30	50	97	2	1	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	6400	30	50	97	2	1	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	5040	30	50	97	2	1	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	4740	30	50	97	2	1	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	2530	30	50	97	2	1	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	3710	30	50	97	2	1	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	6270	30	50	97	2	1	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	8810	30	50	97	2	1	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	8130	25	50	97	2	1	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	7600	30	50	97	2	1	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	6720	30	50	97	2	1	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	3530	30	50	97	2	1	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	5600	30	50	97	2	1	87	0	13	
22	California Street	W. Main Street	W. Cross Street	4530	30	50	97	2	1	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	1320	30	50	97	2	1	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	8890	30	50	97	2	1	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	8100	30	50	97	2	1	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	9950	30	50	97	2	1	87	0	13	
27	West Street	W. Court Street	W. Main Street	10200	30	50	97	2	1	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	10390	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.7	55.1	56.6	65.0	16	50	157	496	1569
2	County Road 98	W. Kentucky Aver	W. Beamer Street	66.1	57.5	59.0	67.3	27	86	270	855	2704
3	County Road 98	W. Beamer Street	W. Main Street	66.7	58.1	59.6	68.0	31	99	313	991	3134
4	County Road 98	Main Street	W. Cross Street	66.7	58.1	59.6	68.0	31	99	312	987	3121
5	County Road 98	W. Cross Street	W. Gibson Road	66.1	57.5	59.0	67.4	27	86	272	861	2724
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.9	56.3	57.7	66.1	20	65	204	645	2041
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	54.0	47.7	51.9	56.7	2	7	23	73	232
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	56.9	50.6	54.8	59.6	5	14	45	143	454
9	Ashley Avenue	W. Court Street	W. Main Street	60.6	54.3	58.4	63.2	10	33	105	331	1048
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	59.9	53.6	57.7	62.5	9	28	89	282	891
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	58.8	52.5	56.6	61.5	7	22	70	222	701
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.6	52.3	56.4	61.2	7	21	66	209	660
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	55.8	49.5	53.7	58.5	4	11	35	111	352
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.5	51.2	55.3	60.1	5	16	52	163	516
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.8	53.5	57.6	62.4	9	28	87	276	873
16	Cottonwood Street	W. Court Street	W. Main Street	61.2	55.0	59.1	63.9	12	39	123	388	1226
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.6	53.4	58.0	62.0	8	25	79	249	787
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.6	54.3	58.4	63.3	11	33	106	334	1058
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.1	53.8	57.9	62.7	9	30	94	296	935
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.3	51.0	55.1	59.9	5	16	49	155	491
21	California Street	W. Beamer Street	W. Main Street	59.3	53.0	57.1	61.9	8	25	78	246	779
22	California Street	W. Main Street	W. Cross Street	58.4	52.1	56.2	61.0	6	20	63	199	630
23	California Street	W. Cross Street	W. Gibson Road	53.0	46.7	50.8	55.7	2	6	18	58	184
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.3	55.0	59.1	63.9	12	39	124	391	1237
25	N. West Street	W. Kentucky Aver	W. Beamer Street	60.9	54.6	58.7	63.5	11	36	113	356	1127
26	West Street	W. Beamer Street	W. Court Street	61.8	55.5	59.6	64.4	14	44	138	438	1385
27	West Street	W. Court Street	W. Main Street	61.9	55.6	59.7	64.5	14	45	142	449	1420
28	West Street	W. Main Street	W. Lincoln Avenu	62.0	55.7	59.8	64.6	14	46	145	457	1446

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	9760	30	50	97	2	1	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	9860	30	50	97	2	1	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	6710	30	50	97	2	1	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	3420	30	50	97	2	1	87	0	13	
5	College Street	Beamer Street	Court Street	3900	30	50	97	2	1	87	0	13	
6	College Street	Court Street	Main Street	4640	30	50	97	2	1	87	0	13	
7	College Street	Main Street	Lincoln Avenue	4600	25	50	97	2	1	87	0	13	
8	College Street	Cross Street	Gibson Road	4620	25	50	97	2	1	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	3820	30	50	97	2	1	87	0	13	
10	3rd Street	Beamer Street	Main Street	3060	30	50	97	2	1	87	0	13	
11	3rd Street	Main Street	Cross Street	2620	30	50	97	2	1	87	0	13	
12	3rd Street	Cross Street	Gibson Road	3640	30	50	97	2	1	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	1740	30	50	97	2	1	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	11090	40	50	97	2	1	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	7730	40	50	97	2	1	87	0	13	
16	East Street	Court Street	Main Street	17970	35	50	97	2	1	87	0	13	
16	East Street	Main Street	Cross Street	13180	35	50	97	2	1	87	0	13	
16	East Street	Cross Street	Gum Avenue	14540	35	50	97	2	1	87	0	13	
16	East Street	Gum Avenue	E. Gibson Road	9740	35	50	97	2	1	87	0	13	
16	East Street	E. Gibson Road	Sports Park Drive	8790	40	50	97	2	1	87	0	13	
16	East Street	Sports Park Drive	South of Sports Park Drive	7090	40	50	97	2	1	87	0	13	
16	Matmor Road	E. Main Street	E. Gum Avenue	7080	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gum Avenue	E. Gibson Road	5400	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gibson Road	Sports Park Drive	4350	30	50	97	2	1	87	0	13	
16	Industrial Way	Cannery Road	E. Main Street	1080	30	50	97	2	1	87	0	13	
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	2090	30	50	97	2	1	87	0	13	
16	County Road 101	E. Gibson Road	South of E. Gibson Road	2800	50	50	97	2	1	87	0	13	
16	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	3440	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.7	55.4	59.5	64.3	14	43	136	430	1358
2	West Street	W. Cross Street	W. Gibson Road	61.7	55.4	59.6	64.4	14	43	137	434	1372
3	West Street	W. Gibson Road	South of W. Gibsc	60.1	53.8	57.9	62.7	9	30	93	295	934
4	N. College Street	Kentucky Avenue	Beamer Street	57.1	50.8	55.0	59.8	5	15	48	151	476
5	College Street	Beamer Street	Court Street	57.7	51.4	55.5	60.4	5	17	54	172	543
6	College Street	Court Street	Main Street	58.5	52.2	56.3	61.1	6	20	65	204	646
7	College Street	Main Street	Lincoln Avenue	56.1	50.9	55.5	59.5	4	14	45	141	445
8	College Street	Cross Street	Gibson Road	56.2	50.9	55.5	59.5	4	14	45	141	447
9	College Street	Gibson Road	South of Gibson R	57.6	51.3	55.4	60.3	5	17	53	168	532
10	3rd Street	Beamer Street	Main Street	56.6	50.4	54.5	59.3	4	13	43	135	426
11	3rd Street	Main Street	Cross Street	56.0	49.7	53.8	58.6	4	12	36	115	365
12	3rd Street	Cross Street	Gibson Road	57.4	51.1	55.2	60.1	5	16	51	160	507
13	3rd Street	Gibson Road	South of Gibson R	54.2	47.9	52.0	56.9	2	8	24	77	242
14	N. East Street	Kentucky Avenue	North of Kentucky	65.8	57.9	59.7	67.3	27	85	270	853	2696
15	N. East Street	Kentucky Avenue	Beamer Street	64.3	56.3	58.2	65.8	19	59	188	594	1879
16	East Street	Court Street	Main Street	66.3	59.1	61.3	68.1	32	101	319	1010	3195
16	East Street	Main Street	Cross Street	64.9	57.8	59.9	66.7	23	74	234	741	2343
16	East Street	Cross Street	Gum Avenue	65.3	58.2	60.4	67.1	26	82	258	817	2585
16	East Street	Gum Avenue	E. Gibson Road	63.6	56.4	58.6	65.4	17	55	173	548	1732
16	East Street	E. Gibson Road	Sports Park Drive	64.8	56.9	58.7	66.3	21	68	214	676	2137
16	East Street	Sports Park Drive	South of Sports Pa	63.9	56.0	57.8	65.4	17	55	172	545	1724
16	Matmor Road	E. Main Street	E. Gum Avenue	60.3	54.0	58.1	62.9	10	31	99	312	985
16	Matmor Road	E. Gum Avenue	E. Gibson Road	59.1	52.8	56.9	61.8	8	24	75	238	752
16	Matmor Road	E. Gibson Road	Sports Park Drive	58.2	51.9	56.0	60.8	6	19	61	191	605
16	Industrial Way	Cannery Road	E. Main Street	52.1	45.8	50.0	54.8	2	5	15	48	150
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	55.0	48.7	52.8	57.6	3	9	29	92	291
16	County Road 101	E. Gibson Road	South of E. Gibsor	62.7	53.4	54.6	63.7	12	37	118	372	1177
16	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	60.8	52.8	54.6	62.2	8	26	84	264	836

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	6890	40	50	97	2	1	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	13370	40	50	97	2	1	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	15600	40	50	97	2	1	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	17290	40	50	97	2	1	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	20850	25	50	97	2	1	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	2700	30	50	97	2	1	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	1280	30	50	97	2	1	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	4770	50	50	97	2	1	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	10550	45	50	97	2	1	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	19970	45	50	97	2	1	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	26420	45	50	97	2	1	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	25750	45	50	97	2	1	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	32640	45	50	97	2	1	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	35440	45	50	97	2	1	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	22300	50	50	97	2	1	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	13060	50	50	97	2	1	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	12060	50	50	97	2	1	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	5470	40	50	97	2	1	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	8190	40	50	97	2	1	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	11230	40	50	97	2	1	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	12780	40	50	97	2	1	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	14610	40	50	97	2	1	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	7590	40	50	97	2	1	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	7210	40	50	97	2	1	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	1580	30	50	97	2	1	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	3160	30	50	97	2	1	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	2400	25	50	97	2	1	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	6150	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	63.8	55.8	57.7	65.3	17	53	168	530	1675
2	Pioneer Avenue	E. Beamer Street	E. Main Street	66.7	58.7	60.5	68.1	33	103	325	1028	3251
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	67.3	59.4	61.2	68.8	38	120	379	1199	3793
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	67.8	59.8	61.7	69.2	42	133	420	1329	4204
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	62.7	57.5	62.1	66.1	20	64	202	638	2019
6	Ogden Street	Branigan Avenue	E. Gibson Road	56.1	49.8	53.9	58.8	4	12	38	119	376
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	52.9	46.6	50.7	55.5	2	6	18	56	178
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	65.0	55.8	56.9	66.0	20	63	201	634	2005
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	67.1	58.5	60.0	68.3	34	108	341	1079	3413
10	County Road 102	E. Beamer Street	E. Main Street	69.9	61.3	62.7	71.1	65	204	646	2043	6460
11	County Road 102	E. Main Street	I-5 Northbound Ramp	71.1	62.5	64.0	72.3	85	270	855	2702	8546
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	71.0	62.4	63.9	72.2	83	263	833	2634	8329
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	72.0	63.4	64.9	73.2	106	334	1056	3339	10558
14	County Road 102	Maxwell Avenue	E. Gibson Road	72.4	63.8	65.2	73.6	115	363	1146	3625	11464
15	County Road 102	E. Gibson Road	Farmers Central Road	71.7	62.5	63.6	72.7	94	296	937	2964	9374
16	County Road 102	Farmers Central Road	E. Heritage Parkway	69.3	60.1	61.3	70.4	55	174	549	1736	5490
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	69.0	59.8	61.0	70.1	51	160	507	1603	5069
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	62.8	54.8	56.7	64.2	13	42	133	421	1330
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	64.5	56.6	58.4	66.0	20	63	199	630	1991
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	65.9	58.0	59.8	67.4	27	86	273	863	2730
21	Kentucky Avenue	N. West Street	N. College Street	66.5	58.5	60.3	67.9	31	98	311	983	3107
22	Kentucky Avenue	N. College Street	N. East Street	67.0	59.1	60.9	68.5	36	112	355	1123	3552
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	64.2	56.3	58.1	65.7	18	58	185	584	1845
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	64.0	56.0	57.9	65.4	18	55	175	554	1753
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	53.8	47.5	51.6	56.4	2	7	22	70	220
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	56.8	50.5	54.6	59.4	4	14	44	139	440
27	W. Beamer Street	County Road 98	N. Ashley Avenue	53.3	48.1	52.7	56.7	2	7	23	73	232
28	W. Beamer Street	N. Cottonwood Street	N. West Street	59.7	53.4	57.5	62.3	9	27	86	271	856

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	8380	30	50	97	2	1	87	0	13	
2	Beamer Street	N. College Street	N. East Street	8360	25	50	97	2	1	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	7500	40	50	97	2	1	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	6980	45	50	97	2	1	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	5620	30	50	97	2	1	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	10670	30	50	97	2	1	87	0	13	
7	Court Street	West Street	College Street	10470	30	50	97	2	1	87	0	13	
8	Court Street	College Street	East Street	7930	30	50	97	2	1	87	0	13	
9	North Street	3rd Street	East Street	2600	30	50	97	2	1	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	1920	30	50	97	2	1	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	1100	35	50	97	2	1	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	12310	35	50	97	2	1	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	13990	35	50	97	2	1	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	14180	35	50	97	2	1	87	0	13	
15	Main Street	West Street	College Street	13250	35	50	97	2	1	87	0	13	
16	Main Street	Walnut Street	College Street	15700	35	50	97	2	1	87	0	13	
17	Main Street	College Street	3rd Street	14210	35	50	97	2	1	87	0	13	
18	Main Street	3rd Street	East Street	16670	35	50	97	2	1	87	0	13	
19	E. Main Street	East Street	Matmor Road	25970	35	50	97	2	1	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	27170	35	50	97	2	1	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	30820	35	50	97	2	1	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	36200	35	50	97	2	1	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	25070	35	50	97	2	1	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	12180	35	50	97	2	1	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	7200	35	50	97	2	1	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	2190	30	50	97	2	1	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	2800	30	50	97	2	1	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	4370	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	61.0	54.7	58.9	63.7	12	37	117	369	1166
2	Beamer Street	N. College Street	N. East Street	58.7	53.5	58.1	62.1	8	26	81	256	810
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	64.1	56.2	58.0	65.6	18	58	182	577	1824
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	65.3	56.7	58.2	66.5	23	71	226	714	2258
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.3	53.0	57.1	61.9	8	25	78	247	782
6	W. Court Street	Cottonwood Street	West Street	62.1	55.8	59.9	64.7	15	47	148	470	1485
7	Court Street	West Street	College Street	62.0	55.7	59.8	64.6	15	46	146	461	1457
8	Court Street	College Street	East Street	60.8	54.5	58.6	63.4	11	35	110	349	1104
9	North Street	3rd Street	East Street	55.9	49.7	53.8	58.6	4	11	36	114	362
10	Lemen Avenue	East Street	Matmor Road	54.6	48.3	52.5	57.3	3	8	27	85	267
11	Cannery Road	Matmor Road	Industrial Way	54.1	47.0	49.2	55.9	2	6	20	62	196
12	W. Main Street	County Road 98	Ashley Avenue	64.6	57.5	59.6	66.4	22	69	219	692	2189
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.2	58.0	60.2	67.0	25	79	249	787	2487
14	W. Main Street	Cottonwood Street	West Street	65.2	58.1	60.3	67.0	25	80	252	797	2521
15	Main Street	West Street	College Street	64.9	57.8	60.0	66.7	24	74	236	745	2356
16	Main Street	Walnut Street	College Street	65.7	58.5	60.7	67.5	28	88	279	883	2791
17	Main Street	College Street	3rd Street	65.2	58.1	60.3	67.0	25	80	253	799	2526
18	Main Street	3rd Street	East Street	65.9	58.8	61.0	67.7	30	94	296	937	2964
19	E. Main Street	East Street	Matmor Road	67.9	60.7	62.9	69.7	46	146	462	1460	4617
20	E. Main Street	Matmor Road	Industrial Way	68.1	60.9	63.1	69.9	48	153	483	1528	4830
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.6	61.4	63.6	70.4	55	173	548	1733	5479
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	69.3	62.1	64.3	71.1	64	204	644	2035	6436
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramp	67.7	60.5	62.7	69.5	45	141	446	1409	4457
24	E. Main Street	I-5 Northbound Ramp	County Road 102	64.6	57.4	59.6	66.4	22	68	217	685	2165
25	E. Main Street	County Road 102	East of County Road	62.3	55.1	57.3	64.1	13	40	128	405	1280
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.2	48.9	53.0	57.9	3	10	30	96	305
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.3	50.0	54.1	58.9	4	12	39	123	390
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.2	51.9	56.0	60.9	6	19	61	192	608

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	4710	30	50	97	2	1	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	3070	30	50	97	2	1	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	5980	30	50	97	2	1	87	0	13	
4	Cross Street	West Street	College Street	4750	30	50	97	2	1	87	0	13	
5	Cross Street	College Street	East Street	5270	30	50	97	2	1	87	0	13	
6	E. Gum Avenue	4th Street	East Street	3100	30	50	97	2	1	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	7490	35	50	97	2	1	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	8820	35	50	97	2	1	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	10760	35	50	97	2	1	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	3150	35	50	97	2	1	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	5990	30	50	97	2	1	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	5190	30	50	97	2	1	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	8120	30	50	97	2	1	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	25540	30	50	97	2	1	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	3070	30	50	97	2	1	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	4030	30	50	97	2	1	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	6570	35	50	97	2	1	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	8570	35	50	97	2	1	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	14260	35	50	97	2	1	87	0	13	
20	Gibson Road	West Street	College Street	16480	35	50	97	2	1	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	18890	35	50	97	2	1	87	0	13	
22	Gibson Road	Coloma Way	East Street	23410	35	50	97	2	1	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	23530	35	50	97	2	1	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	25420	35	50	97	2	1	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	27020	35	50	97	2	1	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	27950	35	50	97	2	1	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	26090	35	50	97	2	1	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	21250	35	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.5	52.2	56.4	61.2	7	21	66	207	656
2	W. Cross Street	County Road 98	Cottonwood Stree	56.7	50.4	54.5	59.3	4	14	43	135	427
3	W. Cross Street	Cottonwood Stree	West Street	59.6	53.3	57.4	62.2	8	26	83	263	832
4	Cross Street	West Street	College Street	58.6	52.3	56.4	61.2	7	21	66	209	661
5	Cross Street	College Street	East Street	59.0	52.7	56.8	61.7	7	23	73	232	733
6	E. Gum Avenue	4th Street	East Street	56.7	50.4	54.5	59.4	4	14	43	136	431
7	E. Gum Avenue	East Street	Matmor Road	62.5	55.3	57.5	64.3	13	42	133	421	1332
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.2	56.0	58.2	65.0	16	50	157	496	1568
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	64.0	56.9	59.1	65.8	19	60	191	605	1913
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.7	51.5	53.7	60.5	6	18	56	177	560
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	59.6	53.3	57.4	62.2	8	26	83	264	834
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.9	52.7	56.8	61.6	7	23	72	228	722
13	Maxwell Avenue	Farnham Avenue	County Road 102	60.9	54.6	58.7	63.5	11	36	113	357	1130
14	Maxwell Avenue	County Road 102	East of County Ro	65.9	59.6	63.7	68.5	36	112	355	1124	3554
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.7	50.4	54.5	59.3	4	14	43	135	427
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	57.8	51.6	55.7	60.5	6	18	56	177	561
17	W. Gibson Road	County Road 98	Ashley Avenue	61.9	54.7	56.9	63.7	12	37	117	369	1168
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.1	55.9	58.1	64.8	15	48	152	482	1524
19	W. Gibson Road	Cottonwood Stree	West Street	65.3	58.1	60.3	67.1	25	80	254	802	2535
20	Gibson Road	West Street	College Street	65.9	58.7	60.9	67.7	29	93	293	927	2930
21	Gibson Road	College Avenue	Coloma Way	66.5	59.3	61.5	68.3	34	106	336	1062	3358
22	Gibson Road	Coloma Way	East Street	67.4	60.2	62.4	69.2	42	132	416	1316	4162
23	E. Gibson Road	East Street	Matmor Road	67.4	60.3	62.5	69.2	42	132	418	1323	4183
24	E. Gibson Road	Matmor Road	SR 113 Southbou	67.8	60.6	62.8	69.6	45	143	452	1429	4519
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	68.0	60.9	63.1	69.8	48	152	480	1519	4804
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	68.2	61.0	63.2	70.0	50	157	497	1571	4969
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.9	60.7	62.9	69.7	46	147	464	1467	4638
28	E. Gibson Road	Pioneer Avenue	County Road 102	67.0	59.8	62.0	68.8	38	119	378	1195	3778

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	1630	30	50	97	2	1	87	0	13	
2	El Dorado Drive	West Street	College Street	3030	30	50	97	2	1	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	8990	30	50	97	2	1	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	8570	30	50	97	2	1	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	1430	40	50	97	2	1	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	3090	40	50	97	2	1	87	0	13	
7	I-5 Mainline	County Road 98	West Street	38670	65	50	97	2	1	87	0	13	
8	I-5 Mainline	West Street	East Street	40070	65	50	97	2	1	87	0	13	
9	I-5 Mainline	East Street	SR 113	46360	65	50	97	2	1	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	37010	65	50	97	2	1	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	57240	65	50	97	2	1	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	64690	65	50	97	2	1	87	0	13	
13	SR 113	I-5	E. Main Street	28350	65	50	97	2	1	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	34410	65	50	97	2	1	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	32850	65	50	97	2	1	87	0	13	
16	SR 16	County Road 98	West of County Road 99	14920	65	50	97	2	1	87	0	13	
17	County Road 24	County Road 102	County Road 103	3480	45	50	97	2	1	87	0	13	
18	Bronze Star Drive	County Road 102	County Road 103	13150	30	50	97	2	1	87	0	13	
19	County Road 103	County Road 22	I-5 WB Ramps	5070	45	50	97	2	1	87	0	13	
20	County Road 103	1-5 WB Ramps	1-5 EB Ramps	10010	45	50	97	2	1	87	0	13	
21	County Road 103	I-5 EB Ramps	Bronze Star Drive	15020	45	50	97	2	1	87	0	13	
22	County Road 103	Bronze Star Drive	County Road 25	40	45	50	97	2	1	87	0	13	
23	County Road 25A	Bourn Drive	County Road 102	5370	45	50	97	2	1	87	0	13	
24	Marston Road	Pioneer Avenue	County Road 25A	4760	30	50	97	2	1	87	0	13	
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	1740	30	50	97	2	1	87	0	13	
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	4640	40	50	97	2	1	87	0	13	
27	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	4500	40	50	97	2	1	87	0	13	
	Pioneer Avenue	Matmor Drive	East Street	0	40	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
	Matmor Road	Sports Park Drive	Unnamed Road	0	30	50		2	1	87	0		
2	Parkland Avenue	Farmers Central Road	E. Heritage Parkway	13490	30	50	97	2	1	87	0	13	
3	Parkland Avenue	E. Heritage Parkway	County Road 25A	8090	30	50	97	2	1	87	0	13	
4	Sports Park Drive	College Street	East Street	1700	30	50	97	2	1	87	0	13	
5	Sports Park Drive	East Street	Matmor Road	430	30	50	97	2	1	87	0	13	
6	I-5 NB Ramp	I-5 NB	SR 113	6340	30	50	97	2	1	87	0	13	
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	6650	30	50	97	2	1	87	0	13	
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	1950	30	50	97	2	1	87	0	13	
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	1630	30	50	97	2	1	87	0	13	
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	6790	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet					
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB	
	Matmor Road	Sports Park Drive	Unnamed Road										
2	Parkland Avenue	Farmers Central	R.E. Heritage Parkw	63.1	56.8	60.9	65.7	19	59	188	594	1877	
3	Parkland Avenue	E. Heritage Parkw	County Road 25A	60.9	54.6	58.7	63.5	11	36	113	356	1126	
4	Sports Park Drive	College Street	East Street	54.1	47.8	51.9	56.8	2	7	24	75	237	
5	Sports Park Drive	East Street	Matmor Road	48.1	41.8	46.0	50.8	1	2	6	19	60	
6	I-5 NB Ramp	I-5 NB	SR 113	59.8	53.5	57.6	62.5	9	28	88	279	882	
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	60.0	53.7	57.9	62.7	9	29	93	293	926	
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	54.7	48.4	52.5	57.3	3	9	27	86	271	
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	53.9	47.6	51.7	56.6	2	7	23	72	227	
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	60.1	53.8	57.9	62.8	9	30	94	299	945	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	County Road 98	W. Kentucky Avenue	North of W. Kentucky Avenue	4850	45	50	97	2	1	87	0	13	
2	County Road 98	W. Kentucky Avenue	W. Beamer Street	8360	45	50	97	2	1	87	0	13	
3	County Road 98	W. Beamer Street	W. Main Street	9690	45	50	97	2	1	87	0	13	
4	County Road 98	Main Street	W. Cross Street	9650	45	50	97	2	1	87	0	13	
5	County Road 98	W. Cross Street	W. Gibson Road	8420	45	50	97	2	1	87	0	13	
6	County Road 98	W. Gibson Road	South of W. Gibson Road	6310	45	50	97	2	1	87	0	13	
7	N. Ashley Avenue	W. Kentucky Avenue	North of W. Kentucky Avenue	1670	30	50	97	2	1	87	0	13	
8	N. Ashley Avenue	W. Kentucky Avenue	W. Beamer Street	3260	30	50	97	2	1	87	0	13	
9	Ashley Avenue	W. Court Street	W. Main Street	7530	30	50	97	2	1	87	0	13	
10	Ashley Avenue	W. Main Street	W. Lincoln Avenue	6400	30	50	97	2	1	87	0	13	
11	Ashley Avenue	W. Lincoln Avenue	W. Cross Street	5040	30	50	97	2	1	87	0	13	
12	Ashley Avenue	W. Cross Street	W. Gibson Road	4740	30	50	97	2	1	87	0	13	
13	Ashley Avenue	W. Gibson Road	W. El Dorado Drive	2530	30	50	97	2	1	87	0	13	
14	N. Cottonwood Street	W. Kentucky Avenue	W. Beamer Street	3710	30	50	97	2	1	87	0	13	
15	Cottonwood Street	W. Beamer Street	W. Court Street	6270	30	50	97	2	1	87	0	13	
16	Cottonwood Street	W. Court Street	W. Main Street	8810	30	50	97	2	1	87	0	13	
17	Cottonwood Street	W. Main Street	W. Lincoln Avenue	8130	25	50	97	2	1	87	0	13	
18	Cottonwood Street	W. Lincoln Avenue	W. Cross Street	7600	30	50	97	2	1	87	0	13	
19	Cottonwood Street	W. Cross Street	W. Gibson Road	6720	30	50	97	2	1	87	0	13	
20	Cottonwood Street	W. Gibson Road	W. El Dorado Drive	3530	30	50	97	2	1	87	0	13	
21	California Street	W. Beamer Street	W. Main Street	5600	30	50	97	2	1	87	0	13	
22	California Street	W. Main Street	W. Cross Street	4530	30	50	97	2	1	87	0	13	
23	California Street	W. Cross Street	W. Gibson Road	1320	30	50	97	2	1	87	0	13	
24	N. West Street	W. Kentucky Avenue	North of W. Kentucky Avenue	8890	30	50	97	2	1	87	0	13	
25	N. West Street	W. Kentucky Avenue	W. Beamer Street	8100	30	50	97	2	1	87	0	13	
26	West Street	W. Beamer Street	W. Court Street	9950	30	50	97	2	1	87	0	13	
27	West Street	W. Court Street	W. Main Street	10200	30	50	97	2	1	87	0	13	
28	West Street	W. Main Street	W. Lincoln Avenue	10390	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	County Road 98	W. Kentucky Aver	North of W. Kentu	63.7	55.1	56.6	65.0	16	50	157	496	1569
2	County Road 98	W. Kentucky Aver	W. Beamer Street	66.1	57.5	59.0	67.3	27	86	270	855	2704
3	County Road 98	W. Beamer Street	W. Main Street	66.7	58.1	59.6	68.0	31	99	313	991	3134
4	County Road 98	Main Street	W. Cross Street	66.7	58.1	59.6	68.0	31	99	312	987	3121
5	County Road 98	W. Cross Street	W. Gibson Road	66.1	57.5	59.0	67.4	27	86	272	861	2724
6	County Road 98	W. Gibson Road	South of W. Gibsc	64.9	56.3	57.7	66.1	20	65	204	645	2041
7	N. Ashley Avenue	W. Kentucky Aver	North of W. Kentu	54.0	47.7	51.9	56.7	2	7	23	73	232
8	N. Ashley Avenue	W. Kentucky Aver	W. Beamer Street	56.9	50.6	54.8	59.6	5	14	45	143	454
9	Ashley Avenue	W. Court Street	W. Main Street	60.6	54.3	58.4	63.2	10	33	105	331	1048
10	Ashley Avenue	W. Main Street	W. Lincoln Avenu	59.9	53.6	57.7	62.5	9	28	89	282	891
11	Ashley Avenue	W. Lincoln Avenu	W. Cross Street	58.8	52.5	56.6	61.5	7	22	70	222	701
12	Ashley Avenue	W. Cross Street	W. Gibson Road	58.6	52.3	56.4	61.2	7	21	66	209	660
13	Ashley Avenue	W. Gibson Road	W. El Dorado Driv	55.8	49.5	53.7	58.5	4	11	35	111	352
14	N. Cottonwood Street	W. Kentucky Aver	W. Beamer Street	57.5	51.2	55.3	60.1	5	16	52	163	516
15	Cottonwood Street	W. Beamer Street	W. Court Street	59.8	53.5	57.6	62.4	9	28	87	276	873
16	Cottonwood Street	W. Court Street	W. Main Street	61.2	55.0	59.1	63.9	12	39	123	388	1226
17	Cottonwood Street	W. Main Street	W. Lincoln Avenu	58.6	53.4	58.0	62.0	8	25	79	249	787
18	Cottonwood Street	W. Lincoln Avenu	W. Cross Street	60.6	54.3	58.4	63.3	11	33	106	334	1058
19	Cottonwood Street	W. Cross Street	W. Gibson Road	60.1	53.8	57.9	62.7	9	30	94	296	935
20	Cottonwood Street	W. Gibson Road	W. El Dorado Driv	57.3	51.0	55.1	59.9	5	16	49	155	491
21	California Street	W. Beamer Street	W. Main Street	59.3	53.0	57.1	61.9	8	25	78	246	779
22	California Street	W. Main Street	W. Cross Street	58.4	52.1	56.2	61.0	6	20	63	199	630
23	California Street	W. Cross Street	W. Gibson Road	53.0	46.7	50.8	55.7	2	6	18	58	184
24	N. West Street	W. Kentucky Aver	North of W. Kentu	61.3	55.0	59.1	63.9	12	39	124	391	1237
25	N. West Street	W. Kentucky Aver	W. Beamer Street	60.9	54.6	58.7	63.5	11	36	113	356	1127
26	West Street	W. Beamer Street	W. Court Street	61.8	55.5	59.6	64.4	14	44	138	438	1385
27	West Street	W. Court Street	W. Main Street	61.9	55.6	59.7	64.5	14	45	142	449	1420
28	West Street	W. Main Street	W. Lincoln Avenu	62.0	55.7	59.8	64.6	14	46	145	457	1446

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	West Street	W. Lincoln Avenue	W. Cross Street	9760	30	50	97	2	1	87	0	13	
2	West Street	W. Cross Street	W. Gibson Road	9860	30	50	97	2	1	87	0	13	
3	West Street	W. Gibson Road	South of W. Gibson Road	6710	30	50	97	2	1	87	0	13	
4	N. College Street	Kentucky Avenue	Beamer Street	3420	30	50	97	2	1	87	0	13	
5	College Street	Beamer Street	Court Street	3900	30	50	97	2	1	87	0	13	
6	College Street	Court Street	Main Street	4640	30	50	97	2	1	87	0	13	
7	College Street	Main Street	Lincoln Avenue	4600	25	50	97	2	1	87	0	13	
8	College Street	Cross Street	Gibson Road	4620	25	50	97	2	1	87	0	13	
9	College Street	Gibson Road	South of Gibson Road	3820	30	50	97	2	1	87	0	13	
10	3rd Street	Beamer Street	Main Street	3060	30	50	97	2	1	87	0	13	
11	3rd Street	Main Street	Cross Street	2620	30	50	97	2	1	87	0	13	
12	3rd Street	Cross Street	Gibson Road	3640	30	50	97	2	1	87	0	13	
13	3rd Street	Gibson Road	South of Gibson Road	1740	30	50	97	2	1	87	0	13	
14	N. East Street	Kentucky Avenue	North of Kentucky Avenue	11090	40	50	97	2	1	87	0	13	
15	N. East Street	Kentucky Avenue	Beamer Street	7730	40	50	97	2	1	87	0	13	
16	East Street	Court Street	Main Street	17970	35	50	97	2	1	87	0	13	
16	East Street	Main Street	Cross Street	13180	35	50	97	2	1	87	0	13	
16	East Street	Cross Street	Gum Avenue	14540	35	50	97	2	1	87	0	13	
16	East Street	Gum Avenue	E. Gibson Road	9740	35	50	97	2	1	87	0	13	
16	East Street	E. Gibson Road	Sports Park Drive	8790	40	50	97	2	1	87	0	13	
16	East Street	Sports Park Drive	South of Sports Park Drive	7090	40	50	97	2	1	87	0	13	
16	Matmor Road	E. Main Street	E. Gum Avenue	7080	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gum Avenue	E. Gibson Road	5400	30	50	97	2	1	87	0	13	
16	Matmor Road	E. Gibson Road	Sports Park Drive	4350	30	50	97	2	1	87	0	13	
16	Industrial Way	Cannery Road	E. Main Street	1080	30	50	97	2	1	87	0	13	
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	2090	30	50	97	2	1	87	0	13	
16	County Road 101	E. Gibson Road	South of E. Gibson Road	2800	50	50	97	2	1	87	0	13	
16	N. Pioneer Avenue	Churchill Downs Avenue	E. Kentucky Avenue	3440	40	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	West Street	W. Lincoln Avenue	W. Cross Street	61.7	55.4	59.5	64.3	14	43	136	430	1358
2	West Street	W. Cross Street	W. Gibson Road	61.7	55.4	59.6	64.4	14	43	137	434	1372
3	West Street	W. Gibson Road	South of W. Gibsc	60.1	53.8	57.9	62.7	9	30	93	295	934
4	N. College Street	Kentucky Avenue	Beamer Street	57.1	50.8	55.0	59.8	5	15	48	151	476
5	College Street	Beamer Street	Court Street	57.7	51.4	55.5	60.4	5	17	54	172	543
6	College Street	Court Street	Main Street	58.5	52.2	56.3	61.1	6	20	65	204	646
7	College Street	Main Street	Lincoln Avenue	56.1	50.9	55.5	59.5	4	14	45	141	445
8	College Street	Cross Street	Gibson Road	56.2	50.9	55.5	59.5	4	14	45	141	447
9	College Street	Gibson Road	South of Gibson R	57.6	51.3	55.4	60.3	5	17	53	168	532
10	3rd Street	Beamer Street	Main Street	56.6	50.4	54.5	59.3	4	13	43	135	426
11	3rd Street	Main Street	Cross Street	56.0	49.7	53.8	58.6	4	12	36	115	365
12	3rd Street	Cross Street	Gibson Road	57.4	51.1	55.2	60.1	5	16	51	160	507
13	3rd Street	Gibson Road	South of Gibson R	54.2	47.9	52.0	56.9	2	8	24	77	242
14	N. East Street	Kentucky Avenue	North of Kentucky	65.8	57.9	59.7	67.3	27	85	270	853	2696
15	N. East Street	Kentucky Avenue	Beamer Street	64.3	56.3	58.2	65.8	19	59	188	594	1879
16	East Street	Court Street	Main Street	66.3	59.1	61.3	68.1	32	101	319	1010	3195
16	East Street	Main Street	Cross Street	64.9	57.8	59.9	66.7	23	74	234	741	2343
16	East Street	Cross Street	Gum Avenue	65.3	58.2	60.4	67.1	26	82	258	817	2585
16	East Street	Gum Avenue	E. Gibson Road	63.6	56.4	58.6	65.4	17	55	173	548	1732
16	East Street	E. Gibson Road	Sports Park Drive	64.8	56.9	58.7	66.3	21	68	214	676	2137
16	East Street	Sports Park Drive	South of Sports Pa	63.9	56.0	57.8	65.4	17	55	172	545	1724
16	Matmor Road	E. Main Street	E. Gum Avenue	60.3	54.0	58.1	62.9	10	31	99	312	985
16	Matmor Road	E. Gum Avenue	E. Gibson Road	59.1	52.8	56.9	61.8	8	24	75	238	752
16	Matmor Road	E. Gibson Road	Sports Park Drive	58.2	51.9	56.0	60.8	6	19	61	191	605
16	Industrial Way	Cannery Road	E. Main Street	52.1	45.8	50.0	54.8	2	5	15	48	150
16	Bourn Drive	E. Gum Avenue	E. Gibson Road	55.0	48.7	52.8	57.6	3	9	29	92	291
16	County Road 101	E. Gibson Road	South of E. Gibsor	62.7	53.4	54.6	63.7	12	37	118	372	1177
16	N. Pioneer Avenue	Churchill Downs A	E. Kentucky Aveni	60.8	52.8	54.6	62.2	8	26	84	264	836

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	6890	40	50	97	2	1	87	0	13	
2	Pioneer Avenue	E. Beamer Street	E. Main Street	13370	40	50	97	2	1	87	0	13	
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	15600	40	50	97	2	1	87	0	13	
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	17290	40	50	97	2	1	87	0	13	
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	20850	25	50	97	2	1	87	0	13	
6	Ogden Street	Branigan Avenue	E. Gibson Road	2700	30	50	97	2	1	87	0	13	
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	1280	30	50	97	2	1	87	0	13	
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	4770	50	50	97	2	1	87	0	13	
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	10550	45	50	97	2	1	87	0	13	
10	County Road 102	E. Beamer Street	E. Main Street	19970	45	50	97	2	1	87	0	13	
11	County Road 102	E. Main Street	I-5 Northbound Ramps	26420	45	50	97	2	1	87	0	13	
12	County Road 102	I-5 Northbound Ramps	I-5 Southbound Ramps	25750	45	50	97	2	1	87	0	13	
13	County Road 102	I-5 Southbound Ramps	Maxwell Avenue	32640	45	50	97	2	1	87	0	13	
14	County Road 102	Maxwell Avenue	E. Gibson Road	35440	45	50	97	2	1	87	0	13	
15	County Road 102	E. Gibson Road	Farmers Central Road	22300	50	50	97	2	1	87	0	13	
16	County Road 102	Farmers Central Road	E. Heritage Parkway	13060	50	50	97	2	1	87	0	13	
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	12060	50	50	97	2	1	87	0	13	
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	5470	40	50	97	2	1	87	0	13	
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	8190	40	50	97	2	1	87	0	13	
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	11230	40	50	97	2	1	87	0	13	
21	Kentucky Avenue	N. West Street	N. College Street	12780	40	50	97	2	1	87	0	13	
22	Kentucky Avenue	N. College Street	N. East Street	14610	40	50	97	2	1	87	0	13	
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	7590	40	50	97	2	1	87	0	13	
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	7210	40	50	97	2	1	87	0	13	
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	1580	30	50	97	2	1	87	0	13	
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	3160	30	50	97	2	1	87	0	13	
27	W. Beamer Street	County Road 98	N. Ashley Avenue	2400	25	50	97	2	1	87	0	13	
28	W. Beamer Street	N. Cottonwood Street	N. West Street	6150	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	N. Pioneer Avenue	E. Kentucky Avenue	E. Beamer Street	63.8	55.8	57.7	65.3	17	53	168	530	1675
2	Pioneer Avenue	E. Beamer Street	E. Main Street	66.7	58.7	60.5	68.1	33	103	325	1028	3251
3	Pioneer Avenue	E. Main Street	E. Gum Avenue	67.3	59.4	61.2	68.8	38	120	379	1199	3793
4	Pioneer Avenue	E. Gum Avenue	E. Gibson Road	67.8	59.8	61.7	69.2	42	133	420	1329	4204
5	Pioneer Avenue	E. Gibson Road	Farmers Central Road	62.7	57.5	62.1	66.1	20	64	202	638	2019
6	Ogden Street	Branigan Avenue	E. Gibson Road	56.1	49.8	53.9	58.8	4	12	38	119	376
7	Mickle Avenue	Farmers Central Road	E. Heritage Parkway	52.9	46.6	50.7	55.5	2	6	18	56	178
8	County Road 102	E. Kentucky Avenue	North of E. Kentucky Avenue	65.0	55.8	56.9	66.0	20	63	201	634	2005
9	County Road 102	E. Kentucky Avenue	E. Beamer Street	67.1	58.5	60.0	68.3	34	108	341	1079	3413
10	County Road 102	E. Beamer Street	E. Main Street	69.9	61.3	62.7	71.1	65	204	646	2043	6460
11	County Road 102	E. Main Street	I-5 Northbound Ramp	71.1	62.5	64.0	72.3	85	270	855	2702	8546
12	County Road 102	I-5 Northbound Ramp	I-5 Southbound Ramp	71.0	62.4	63.9	72.2	83	263	833	2634	8329
13	County Road 102	I-5 Southbound Ramp	Maxwell Avenue	72.0	63.4	64.9	73.2	106	334	1056	3339	10558
14	County Road 102	Maxwell Avenue	E. Gibson Road	72.4	63.8	65.2	73.6	115	363	1146	3625	11464
15	County Road 102	E. Gibson Road	Farmers Central Road	71.7	62.5	63.6	72.7	94	296	937	2964	9374
16	County Road 102	Farmers Central Road	E. Heritage Parkway	69.3	60.1	61.3	70.4	55	174	549	1736	5490
17	County Road 102	E. Heritage Parkway	South of E. Heritage Parkway	69.0	59.8	61.0	70.1	51	160	507	1603	5069
18	W. Kentucky Avenue	County Road 98	N. Ashley Avenue	62.8	54.8	56.7	64.2	13	42	133	421	1330
19	W. Kentucky Avenue	N. Ashley Avenue	N. Cottonwood Street	64.5	56.6	58.4	66.0	20	63	199	630	1991
20	W. Kentucky Avenue	N. Cottonwood Street	N. West Street	65.9	58.0	59.8	67.4	27	86	273	863	2730
21	Kentucky Avenue	N. West Street	N. College Street	66.5	58.5	60.3	67.9	31	98	311	983	3107
22	Kentucky Avenue	N. College Street	N. East Street	67.0	59.1	60.9	68.5	36	112	355	1123	3552
23	E. Kentucky Avenue	N. East Street	N. Pioneer Avenue	64.2	56.3	58.1	65.7	18	58	185	584	1845
24	E. Kentucky Avenue	N. Pioneer Avenue	County Road 102	64.0	56.0	57.9	65.4	18	55	175	554	1753
25	W. Woodland Avenue	County Road 102	N. Cottonwood Street	53.8	47.5	51.6	56.4	2	7	22	70	220
26	W. Woodland Avenue	N. Cottonwood Street	N. West Street	56.8	50.5	54.6	59.4	4	14	44	139	440
27	W. Beamer Street	County Road 98	N. Ashley Avenue	53.3	48.1	52.7	56.7	2	7	23	73	232
28	W. Beamer Street	N. Cottonwood Street	N. West Street	59.7	53.4	57.5	62.3	9	27	86	271	856

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Beamer Street	N. West Street	N. College Street	8380	30	50	97	2	1	87	0	13	
2	Beamer Street	N. College Street	N. East Street	8360	25	50	97	2	1	87	0	13	
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	7500	40	50	97	2	1	87	0	13	
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	6980	45	50	97	2	1	87	0	13	
5	W. Court Street	Ashley Avenue	Cottonwood Street	5620	30	50	97	2	1	87	0	13	
6	W. Court Street	Cottonwood Street	West Street	10670	30	50	97	2	1	87	0	13	
7	Court Street	West Street	College Street	10470	30	50	97	2	1	87	0	13	
8	Court Street	College Street	East Street	7930	30	50	97	2	1	87	0	13	
9	North Street	3rd Street	East Street	2600	30	50	97	2	1	87	0	13	
10	Lemen Avenue	East Street	Matmor Road	1920	30	50	97	2	1	87	0	13	
11	Cannery Road	Matmor Road	Industrial Way	1100	35	50	97	2	1	87	0	13	
12	W. Main Street	County Road 98	Ashley Avenue	12310	35	50	97	2	1	87	0	13	
13	W. Main Street	Ashley Avenue	Cottonwood Street	13990	35	50	97	2	1	87	0	13	
14	W. Main Street	Cottonwood Street	West Street	14180	35	50	97	2	1	87	0	13	
15	Main Street	West Street	College Street	13250	35	50	97	2	1	87	0	13	
16	Main Street	Walnut Street	College Street	15700	35	50	97	2	1	87	0	13	
17	Main Street	College Street	3rd Street	14210	35	50	97	2	1	87	0	13	
18	Main Street	3rd Street	East Street	16670	35	50	97	2	1	87	0	13	
19	E. Main Street	East Street	Matmor Road	25970	35	50	97	2	1	87	0	13	
20	E. Main Street	Matmor Road	Industrial Way	27170	35	50	97	2	1	87	0	13	
21	E. Main Street	SR 113 Southbound Ramps	SR 113 Northbound Ramps	30820	35	50	97	2	1	87	0	13	
22	E. Main Street	SR 113 Northbound Ramps	Pioneer Avenue	36200	35	50	97	2	1	87	0	13	
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ramps	25070	35	50	97	2	1	87	0	13	
24	E. Main Street	I-5 Northbound Ramps	County Road 102	12180	35	50	97	2	1	87	0	13	
25	E. Main Street	County Road 102	East of County Road 103	7200	35	50	97	2	1	87	0	13	
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	2190	30	50	97	2	1	87	0	13	
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	2800	30	50	97	2	1	87	0	13	
28	W. Lincoln Avenue	Cottonwood Street	West Street	4370	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)

Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Beamer Street	N. West Street	N. College Street	61.0	54.7	58.9	63.7	12	37	117	369	1166
2	Beamer Street	N. College Street	N. East Street	58.7	53.5	58.1	62.1	8	26	81	256	810
3	E. Beamer Street	N. East Street	N. Pioneer Avenue	64.1	56.2	58.0	65.6	18	58	182	577	1824
4	E. Beamer Street	N. Pioneer Avenue	County Road 102	65.3	56.7	58.2	66.5	23	71	226	714	2258
5	W. Court Street	Ashley Avenue	Cottonwood Street	59.3	53.0	57.1	61.9	8	25	78	247	782
6	W. Court Street	Cottonwood Street	West Street	62.1	55.8	59.9	64.7	15	47	148	470	1485
7	Court Street	West Street	College Street	62.0	55.7	59.8	64.6	15	46	146	461	1457
8	Court Street	College Street	East Street	60.8	54.5	58.6	63.4	11	35	110	349	1104
9	North Street	3rd Street	East Street	55.9	49.7	53.8	58.6	4	11	36	114	362
10	Lemen Avenue	East Street	Matmor Road	54.6	48.3	52.5	57.3	3	8	27	85	267
11	Cannery Road	Matmor Road	Industrial Way	54.1	47.0	49.2	55.9	2	6	20	62	196
12	W. Main Street	County Road 98	Ashley Avenue	64.6	57.5	59.6	66.4	22	69	219	692	2189
13	W. Main Street	Ashley Avenue	Cottonwood Street	65.2	58.0	60.2	67.0	25	79	249	787	2487
14	W. Main Street	Cottonwood Street	West Street	65.2	58.1	60.3	67.0	25	80	252	797	2521
15	Main Street	West Street	College Street	64.9	57.8	60.0	66.7	24	74	236	745	2356
16	Main Street	Walnut Street	College Street	65.7	58.5	60.7	67.5	28	88	279	883	2791
17	Main Street	College Street	3rd Street	65.2	58.1	60.3	67.0	25	80	253	799	2526
18	Main Street	3rd Street	East Street	65.9	58.8	61.0	67.7	30	94	296	937	2964
19	E. Main Street	East Street	Matmor Road	67.9	60.7	62.9	69.7	46	146	462	1460	4617
20	E. Main Street	Matmor Road	Industrial Way	68.1	60.9	63.1	69.9	48	153	483	1528	4830
21	E. Main Street	SR 113 Southbound	SR 113 Northbound	68.6	61.4	63.6	70.4	55	173	548	1733	5479
22	E. Main Street	SR 113 Northbound	Pioneer Avenue	69.3	62.1	64.3	71.1	64	204	644	2035	6436
23	E. Main Street	Pioneer Avenue	I-5 Northbound Ra	67.7	60.5	62.7	69.5	45	141	446	1409	4457
24	E. Main Street	I-5 Northbound Ra	County Road 102	64.6	57.4	59.6	66.4	22	68	217	685	2165
25	E. Main Street	County Road 102	East of County Ro	62.3	55.1	57.3	64.1	13	40	128	405	1280
26	W. Lincoln Avenue	County Road 98	Ashley Avenue	55.2	48.9	53.0	57.9	3	10	30	96	305
27	W. Lincoln Avenue	Ashley Avenue	Cottonwood Street	56.3	50.0	54.1	58.9	4	12	39	123	390
28	W. Lincoln Avenue	Cottonwood Street	West Street	58.2	51.9	56.0	60.9	6	19	61	192	608

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	Lincoln Avenue	West Street	3rd Street	4710	30	50	97	2	1	87	0	13	
2	W. Cross Street	County Road 98	Cottonwood Street	3070	30	50	97	2	1	87	0	13	
3	W. Cross Street	Cottonwood Street	West Street	5980	30	50	97	2	1	87	0	13	
4	Cross Street	West Street	College Street	4750	30	50	97	2	1	87	0	13	
5	Cross Street	College Street	East Street	5270	30	50	97	2	1	87	0	13	
6	E. Gum Avenue	4th Street	East Street	3100	30	50	97	2	1	87	0	13	
7	E. Gum Avenue	East Street	Matmor Road	7490	35	50	97	2	1	87	0	13	
8	E. Gum Avenue	Matmor Road	Bourn Drive	8820	35	50	97	2	1	87	0	13	
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	10760	35	50	97	2	1	87	0	13	
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	3150	35	50	97	2	1	87	0	13	
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	5990	30	50	97	2	1	87	0	13	
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	5190	30	50	97	2	1	87	0	13	
13	Maxwell Avenue	Farnham Avenue	County Road 102	8120	30	50	97	2	1	87	0	13	
14	Maxwell Avenue	County Road 102	East of County Road 103	25540	30	50	97	2	1	87	0	13	
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	3070	30	50	97	2	1	87	0	13	
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	4030	30	50	97	2	1	87	0	13	
17	W. Gibson Road	County Road 98	Ashley Avenue	6570	35	50	97	2	1	87	0	13	
18	W. Gibson Road	Ashley Avenue	Cottonwood Street	8570	35	50	97	2	1	87	0	13	
19	W. Gibson Road	Cottonwood Street	West Street	14260	35	50	97	2	1	87	0	13	
20	Gibson Road	West Street	College Street	16480	35	50	97	2	1	87	0	13	
21	Gibson Road	College Avenue	Coloma Way	18890	35	50	97	2	1	87	0	13	
22	Gibson Road	Coloma Way	East Street	23410	35	50	97	2	1	87	0	13	
23	E. Gibson Road	East Street	Matmor Road	23530	35	50	97	2	1	87	0	13	
24	E. Gibson Road	Matmor Road	SR 113 Southbound Ramps	25420	35	50	97	2	1	87	0	13	
25	E. Gibson Road	SR 113 Southbound Ramps	SR 113 Northbound Ramps	27020	35	50	97	2	1	87	0	13	
26	E. Gibson Road	SR 113 Northbound Ramps	Bourn Drive	27950	35	50	97	2	1	87	0	13	
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	26090	35	50	97	2	1	87	0	13	
28	E. Gibson Road	Pioneer Avenue	County Road 102	21250	35	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB
1	Lincoln Avenue	West Street	3rd Street	58.5	52.2	56.4	61.2	7	21	66	207	656
2	W. Cross Street	County Road 98	Cottonwood Stree	56.7	50.4	54.5	59.3	4	14	43	135	427
3	W. Cross Street	Cottonwood Stree	West Street	59.6	53.3	57.4	62.2	8	26	83	263	832
4	Cross Street	West Street	College Street	58.6	52.3	56.4	61.2	7	21	66	209	661
5	Cross Street	College Street	East Street	59.0	52.7	56.8	61.7	7	23	73	232	733
6	E. Gum Avenue	4th Street	East Street	56.7	50.4	54.5	59.4	4	14	43	136	431
7	E. Gum Avenue	East Street	Matmor Road	62.5	55.3	57.5	64.3	13	42	133	421	1332
8	E. Gum Avenue	Matmor Road	Bourn Drive	63.2	56.0	58.2	65.0	16	50	157	496	1568
9	E. Gum Avenue	Bourn Drive	Pioneer Avenue	64.0	56.9	59.1	65.8	19	60	191	605	1913
10	Farnham Avenue	Pioneer Avenue	E. Gum Avenue	58.7	51.5	53.7	60.5	6	18	56	177	560
11	E. Gum Avenue	Pioneer Avenue	Farnham Avenue	59.6	53.3	57.4	62.2	8	26	83	264	834
12	Farnham Avenue	E. Gum Avenue	Maxwell Avenue	58.9	52.7	56.8	61.6	7	23	72	228	722
13	Maxwell Avenue	Farnham Avenue	County Road 102	60.9	54.6	58.7	63.5	11	36	113	357	1130
14	Maxwell Avenue	County Road 102	East of County Ro	65.9	59.6	63.7	68.5	36	112	355	1124	3554
15	Farnham Avenue	Maxwell Avenue	Branigan Avenue	56.7	50.4	54.5	59.3	4	14	43	135	427
16	Branigan Avenue	Pioneer Avenue	Farnham Avenue	57.8	51.6	55.7	60.5	6	18	56	177	561
17	W. Gibson Road	County Road 98	Ashley Avenue	61.9	54.7	56.9	63.7	12	37	117	369	1168
18	W. Gibson Road	Ashley Avenue	Cottonwood Stree	63.1	55.9	58.1	64.8	15	48	152	482	1524
19	W. Gibson Road	Cottonwood Stree	West Street	65.3	58.1	60.3	67.1	25	80	254	802	2535
20	Gibson Road	West Street	College Street	65.9	58.7	60.9	67.7	29	93	293	927	2930
21	Gibson Road	College Avenue	Coloma Way	66.5	59.3	61.5	68.3	34	106	336	1062	3358
22	Gibson Road	Coloma Way	East Street	67.4	60.2	62.4	69.2	42	132	416	1316	4162
23	E. Gibson Road	East Street	Matmor Road	67.4	60.3	62.5	69.2	42	132	418	1323	4183
24	E. Gibson Road	Matmor Road	SR 113 Southbou	67.8	60.6	62.8	69.6	45	143	452	1429	4519
25	E. Gibson Road	SR 113 Southbou	SR 113 Northbour	68.0	60.9	63.1	69.8	48	152	480	1519	4804
26	E. Gibson Road	SR 113 Northbour	Bourn Drive	68.2	61.0	63.2	70.0	50	157	497	1571	4969
27	E. Gibson Road	Bourn Drive	Pioneer Avenue	67.9	60.7	62.9	69.7	46	147	464	1467	4638
28	E. Gibson Road	Pioneer Avenue	County Road 102	67.0	59.8	62.0	68.8	38	119	378	1195	3778

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
1	El Dorado Drive	County Road 98	West Street	1630	30	50	97	2	1	87	0	13	
2	El Dorado Drive	West Street	College Street	3030	30	50	97	2	1	87	0	13	
3	Farmers Central Road	Pioneer Avenue	Miekle Avenue	8990	30	50	97	2	1	87	0	13	
4	Farmers Central Road	Miekle Avenue	County Road 102	8570	30	50	97	2	1	87	0	13	
5	E. Heritage Parkway	Parkland Avenue	Miekle Avenue	1430	40	50	97	2	1	87	0	13	
6	E. Heritage Parkway	Miekle Avenue	County Road 102	3090	40	50	97	2	1	87	0	13	
7	I-5 Mainline	County Road 98	West Street	38670	65	50	97	2	1	87	0	13	
8	I-5 Mainline	West Street	East Street	40070	65	50	97	2	1	87	0	13	
9	I-5 Mainline	East Street	SR 113	46360	65	50	97	2	1	87	0	13	
10	I-5 Mainline	SR 113	E. Main Street	37010	65	50	97	2	1	87	0	13	
11	I-5 Mainline	E. Main Street	County Road 102	57240	65	50	97	2	1	87	0	13	
12	I-5 Mainline	County Road 102	East of County Road 103	64690	65	50	97	2	1	87	0	13	
13	SR 113	I-5	E. Main Street	28350	65	50	97	2	1	87	0	13	
14	SR 113	E. Main Street	E. Gibson Road	34410	65	50	97	2	1	87	0	13	
15	SR 113	E. Gibson Road	South of E. Gibson Road	32850	65	50	97	2	1	87	0	13	
16	SR 16	County Road 98	West of County Road 99	14920	65	50	97	2	1	87	0	13	
17	County Road 24	County Road 102	County Road 103	3480	45	50	97	2	1	87	0	13	
18	Bronze Star Drive	County Road 102	County Road 103	13150	30	50	97	2	1	87	0	13	
19	County Road 103	County Road 22	I-5 WB Ramps	5070	45	50	97	2	1	87	0	13	
20	County Road 103	1-5 WB Ramps	1-5 EB Ramps	10010	45	50	97	2	1	87	0	13	
21	County Road 103	I-5 EB Ramps	Bronze Star Drive	15020	45	50	97	2	1	87	0	13	
22	County Road 103	Bronze Star Drive	County Road 25	40	45	50	97	2	1	87	0	13	
23	County Road 25A	Bourn Drive	County Road 102	5370	45	50	97	2	1	87	0	13	
24	Marston Road	Pioneer Avenue	County Road 25A	4760	30	50	97	2	1	87	0	13	
25	Farmers Central Road	Pioneer Avenue	Harry Lorenzo Avenue	1740	30	50	97	2	1	87	0	13	
26	Pioneer Avenue	Parkland Avenue	Harry Lorenzo Avenue	4640	40	50	97	2	1	87	0	13	
27	Pioneer Avenue	Harry Lorenzo Avenue	Matmor Drive	4500	40	50	97	2	1	87	0	13	
	Pioneer Avenue	Matmor Drive	East Street	0	40	50		2	1	87	0		

Traffic Noise Prediction Model, (FHWA RD-77-108)
Model Input Sheet



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn
K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
	Matmor Road	Sports Park Drive	Unnamed Road	0	30	50		2	1	87	0		
2	Parkland Avenue	Farmers Central Road	E. Heritage Parkway	13490	30	50	97	2	1	87	0	13	
3	Parkland Avenue	E. Heritage Parkway	County Road 25A	8090	30	50	97	2	1	87	0	13	
4	Sports Park Drive	College Street	East Street	1700	30	50	97	2	1	87	0	13	
5	Sports Park Drive	East Street	Matmor Road	430	30	50	97	2	1	87	0	13	
6	I-5 NB Ramp	I-5 NB	SR 113	6340	30	50	97	2	1	87	0	13	
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	6650	30	50	97	2	1	87	0	13	
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	1950	30	50	97	2	1	87	0	13	
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	1630	30	50	97	2	1	87	0	13	
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	6790	30	50	97	2	1	87	0	13	

Traffic Noise Prediction Model, (FHWA RD-77-108)
Predicted Noise Levels



Project Name : 60285491 - Woodland GP Update & EIR
Project Number : 60285491
Modeling Condition : Alternative 3
Metric (Leq, Ldn, CNEL) : Ldn

Segment	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet					
		From	To	Auto	MT	HT	Total	70 dB	65 dB	60 dB	55 dB	50 dB	
	Matmor Road	Sports Park Drive	Unnamed Road										
2	Parkland Avenue	Farmers Central	R.E. Heritage Parkw	63.1	56.8	60.9	65.7	19	59	188	594	1877	
3	Parkland Avenue	E. Heritage Parkw	County Road 25A	60.9	54.6	58.7	63.5	11	36	113	356	1126	
4	Sports Park Drive	College Street	East Street	54.1	47.8	51.9	56.8	2	7	24	75	237	
5	Sports Park Drive	East Street	Matmor Road	48.1	41.8	46.0	50.8	1	2	6	19	60	
6	I-5 NB Ramp	I-5 NB	SR 113	59.8	53.5	57.6	62.5	9	28	88	279	882	
7	I-5 NB Ramp	I-5 NB Off Ramp	County Road 103	60.0	53.7	57.9	62.7	9	29	93	293	926	
8	I-5 NB Ramp	I-5 NB On Ramp	County Road 103	54.7	48.4	52.5	57.3	3	9	27	86	271	
9	I-5 SB Ramp	I-5 SB Off Ramp	County Road 103	53.9	47.6	51.7	56.6	2	7	23	72	227	
10	I-5 SB Ramp	I-5 SB On Ramp	County Road 103	60.1	53.8	57.9	62.8	9	30	94	299	945	

APPENDIX F

Traffic

Appendix F: PM Peak Hour Roadway Level of Service

Functional Classification Codes			PM Peak Hour Volume Threshold				
Roadway Code	Roadway Type	Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
2PA	Principal Arterial	2	-	-	1280	2080	2320
4PA	Principal Arterial	4	-	-	2450	4390	4780
6PA	Principal Arterial	6	-	-	4100	6730	7250
2MA	Minor Arterial	2	-	-	1090	1890	2170
4MA	Minor Arterial	4	-	-	2270	4000	4450
2CO	Collector	2	-	630	920	1040	1110
4CO	Collector	4	-	1370	1960	2140	2280
2LR	Local Road	2	-	-	450	600	660
2MH	Major Highway	2	120	290	790	1600	2050
4FW	Freeway	4	2220	4020	5760	7140	8020
6FW	Freeway	6	3400	6160	8800	10820	12120
8FW	Freeway	8	4640	8400	11900	14560	16280
4FW+1Aux	Freeway + Auxiliary Lane	5	2520	4560	6520	8060	9045
4FW+2Aux	Freeway + Auxiliary Lane	6	2820	5100	7280	8980	10070
6FW+1Aux	Freeway + Auxiliary Lane	7	3710	6720	9580	11760	13160
6FW+2Aux	Freeway + Auxiliary Lane	8	4020	7280	10960	12700	14200

Appendix F: PM Peak Hour Roadway Level of Service

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 East Alternative			2035 South Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
172	Sports Park Drive	College Street to East Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
173	Sports Park Drive	East Street to Matmor Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
174	I-5 NB Ramp	I-5 NB to SR 113	-	-	-	710	C+	2PA	780	C+	2PA	680	C+	2PA	890	C+	2PA
175	I-5 NB Ramp	I-5 NB Off Ramp to County Road 103	-	-	-	-	-	-	-	-	-	530	C+	2PA	610	C+	2PA
176	I-5 NB Ramp	I-5 NB On Ramp to County Road 103	-	-	-	-	-	-	-	-	-	170	C+	2PA	440	C+	2PA
177	I-5 SB Ramp	I-5 SB Off Ramp to County Road 103	-	-	-	-	-	-	-	-	-	120	C+	2PA	230	C+	2PA
178	I-5 SB Ramp	I-5 SB On Ramp to County Road 103	-	-	-	-	-	-	-	-	-	630	C+	2PA	800	C+	2PA
179	East Street	Parkland Avenue to Unnamed Road	284	C+	2PA	290	C+	2PA	430	C+	2PA	550	C+	2PA	650	C+	2PA
180	East Street	Unnamed Road to County Road 25A	284	C+	2PA	290	C+	2PA	530	C+	2PA	560	C+	2PA	870	C+	2PA
181	County Road 25A	East Street to I-5 SB Ramps	496	C+	2MA	500	C+	2MA	940	C+	4MA	940	C+	4MA	1,350	C+	4MA
182	County Road 25A	I-5 SB Ramps to I-5 NB Ramps	362	C+	2MA	420	C+	2MA	1,340	C+	4MA	1,420	C+	4MA	1,710	C+	4MA
183	County Road 25A	I-5 NB Ramps to Unnamed Road	43	C+	2MA	630	C+	2MA	1,550	C+	4MA	1,660	C+	4MA	1,680	C+	4MA
184	County Road 25A	Co. Rd. 101 to Harry Lorenzo Ave	43	C+	2MA	590	C+	2MA	770	C+	2MA	810	C+	2MA	850	C+	2MA
185	New N-S Road	South of Maxwell Avenue	-	-	-	-	-	-	-	-	-	180	C+	2CO	810	C+	2CO
186	New E-W Road	East of County Road 102	-	-	-	-	-	-	-	-	-	-	-	-	480	C+	2CO
187	E. Heritage Parkway	East of County Road 102	10	C+	2CO	20	C+	2CO	20	C+	2CO	20	C+	2CO	360	C+	2CO
188	New E-W Road	East of East Street	-	-	-	-	-	-	10	C+	2CO	-	-	-	30	C+	2CO
189	W. Beamer Street	Ashley Avenue to Cottonwood Street	353	C+	2MA	370	C+	2MA	390	C+	2MA	380	C+	2MA	420	C+	2MA
190	Ashley Avenue	W. Beamer Street to W. Court Street	422	C+	2CO	450	C+	2CO	490	C+	2CO	460	C+	2CO	730	C+	2CO
191	College Street	Lincoln Avenue to Cross Street	475	C+	2CO	480	C+	2CO	550	C+	2CO	520	C+	2CO	590	C+	2CO
192	Lincoln Avenue	Third Street to East of Sixth Street	314	C+	2CO	330	C+	2CO	410	C+	2CO	360	C+	2CO	390	C+	2CO
193	East Street	Beamer Street to Court Street	755	C+	4MA	1,010	C+	4MA	1,140	C+	4MA	950	C+	4MA	1,610	C+	4MA
194	New E-W Road	Nevada Avenue to West Street	-	-	-	-	-	-	-	-	-	-	-	-	10	C+	2CO
195	Cherry Lane	County Road 98 to N. Ashley Avenue	-	-	-	-	-	-	-	-	-	-	-	-	40	C+	2CO
196	Cherry Lane	N. Ashley Avenue to N. Cottonwood Street	-	-	-	-	-	-	-	-	-	-	-	-	130	C+	2CO
197	Cherry Lane	N. Cottonwood Street to Nevada Avenue	-	-	-	-	-	-	-	-	-	-	-	-	150	C+	2CO
198	Cherry Lane	Nevada Avenue to West Street	-	-	-	-	-	-	-	-	-	-	-	-	300	C+	2CO
199	Cherry Lane	West Street to College Street	-	-	-	-	-	-	-	-	-	-	-	-	100	C+	2CO
200	Nevada Avenue	New E-W Road to Cherry Lane	-	-	-	-	-	-	-	-	-	-	-	-	160	C+	2CO
201	N. Cottonwood Street	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	30	C+	2CO
202	Nevada Avenue	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	200	C+	2CO
203	N. College Street	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	70	C+	2CO
204	Pioneer Avenue	Harry Lorenzo Avenue to Matmor Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
206	E. Main Street	Freeway Drive to City Limit	405	C+	2MA	430	C+	2MA	640	C+	2MA	790	C+	2MA	990	C+	2MA
207	El Dorado Drive	College Street to Coloma Way	185	C+	2CO	190	C+	2CO	190	C+	2CO	190	C+	2CO	190	C+	2CO
208	Matmor Road	E. Beamer Street to Lemen Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
209	Marston Road	New E-W Road to Harry Lorenzo Avenue	-	-	-	80	C+	2CO	630	C+	2CO	590	C+	2CO	670	C+	2CO
210	Marston Road	West of Meikle Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
211	Meikle Avenue	E. Heritage Parkway to Marston Road	32	C+	2CO	170	C+	2CO	150	C+	2CO	160	C+	2CO	200	C+	2CO
212	Meikle Avenue	Marston Road to County Road 25A	-	-	-	80	C+	2CO	50	C+	2CO	50	C+	2CO	40	C+	2CO
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
215	E. Main Street	City Limit to County Road 103 Interchange	32	C+	2MA	270	C+	2MA	270	C+	2MA	640	C+	2MA	780	C+	2MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA
217	Parkland Avenue	E. Heritage Parkway to Marston Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Appendix F: PM Peak Hour Roadway Level of Service - Worse Than Existing

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 East Alternative			2035 South Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
24	N. West Street	North of W. Kentucky Avenue	831	C+	2MA	840	C+	2MA	880	C+	2MA	840	C+	2MA	1,240	D	2MA
66	County Road 102	E. Beamer Street to E. Main Street	870	C+	2PA	1,120	C+	2PA	1,720	C+	4PA	1,800	C+	4PA	2,490	D	4PA
67	County Road 102	E. Main Street to I-5 Northbound Ramps	1,361	C+	4PA	1,890	C+	4PA	2,370	C+	4PA	2,360	C+	4PA	3,020	D	4PA
68	County Road 102	I-5 Northbound Ramps to I-5 SB Ramps	1,776	C+	4PA	2,080	C+	4PA	2,310	C+	4PA	2,240	C+	4PA	2,700	D	4PA
69	County Road 102	I-5 Southbound Ramps to Maxwell Avenue	2,136	C+	4PA	2,720	D	4PA	2,720	D	4PA	2,640	D	4PA	2,980	D	4PA
70	County Road 102	Maxwell Avenue to E. Gibson Road	1,751	C+	4PA	2,370	C+	4PA	2,590	D	4PA	2,860	D	4PA	2,940	D	4PA
71	County Road 102	E. Gibson Road to Farmers Central Road	1,030	C+	2PA	1,820	C+	4PA	1,740	D	2PA	1,850	D	2PA	2,690	D	4PA
72	County Road 102	Farmers Central Road to E. Heritage Parkway	740	C+	2PA	1,210	C+	4PA	1,130	C+	2PA	1,190	C+	2PA	1,340	D	2PA
73	County Road 102	South of E. Heritage Parkway	912	C+	2PA	1,040	C+	2PA	1,110	C+	2PA	1,150	C+	2PA	1,520	D	2PA
76	W. Kentucky Avenue	N. Cottonwood Street to N. West Street	853	C+	2MA	940	C+	2MA	1,070	C+	2MA	1,000	C+	2MA	1,210	D	2MA
77	Kentucky Avenue	N. West Street to N. College Street	844	C+	2MA	1,140	D	2MA	1,180	D	2MA	1,180	D	2MA	1,280	D	2MA
80	E. Kentucky Avenue	N. Pioneer Avenue to County Road 102	243	C+	2MA	450	C+	2MA	700	C+	2MA	690	C+	2MA	1,100	D	2MA
104	E. Main Street	Matmor Road to Industrial Way	2,046	C+	4PA	2,270	C+	4PA	2,330	C+	4PA	2,220	C+	4PA	2,500	D	4PA
120	E. Gum Avenue	Matmor Road to Bourn Drive	824	C+	2CO	870	C+	2CO	830	C+	2CO	850	C+	2CO	1,030	D	2CO
121	E. Gum Avenue	Bourn Drive to Pioneer Avenue	908	C+	2CO	1,060	E	2CO	1,010	D	2CO	1,080	E	2CO	1,200	F	2CO
125	Maxwell Avenue	Farnham Avenue to County Road 102	566	C+	2CO	670	C+	2CO	660	C+	2CO	810	C+	2CO	1,060	E	2CO
126	Maxwell Avenue	East of County Road 102	1,074	C+	4MA	1,570	C+	4MA	1,870	C+	4MA	2,410	D	4MA	3,130	D	4MA
135	E. Gibson Road	East Street to Matmor Road	2,029	C+	4PA	2,370	C+	4PA	2,130	C+	4PA	2,100	C+	4PA	2,600	D	4PA
136	E. Gibson Road	Matmore Road to SR 113 Southbound Ramps	1,902	C+	4PA	2,420	C+	4PA	2,260	C+	4PA	2,240	C+	4PA	2,680	D	4PA
137	E. Gibson Road	SR 113 Southbound Ramps to SR 113 NB Ramps	2,054	C+	4PA	2,270	C+	4PA	2,210	C+	4PA	2,330	C+	4PA	2,740	D	4PA
138	E. Gibson Road	SR 113 Northbound Ramps to Bourn Drive	2,083	C+	4PA	2,290	C+	4PA	2,180	C+	4PA	2,440	C+	4PA	2,670	D	4PA
139	E. Gibson Road	Bourn Drive to Pioneer Avenue	2,133	C+	4PA	2,170	C+	4PA	2,140	C+	4PA	2,270	C+	4PA	2,560	D	4PA
143	Farmers Central Road	Pioneer Avenue to Mickle Avenue	230	C+	2CO	550	C+	2CO	640	C+	2CO	670	C+	2CO	940	D	2CO
144	Farmers Central Road	Mickle Avenue to County Road 102	182	C+	2CO	430	C+	2CO	600	C+	2CO	620	C+	2CO	1,030	D	2CO
151	I-5 Mainline	E. Main Street to County Road 102	4,000	C+	4FW	5,750	C+	4FW	5,760	C+	4FW	5,640	C+	4FW	6,480	D	4FW
152	I-5 Mainline	East of County Road 102	4,650	C+	4FW	6,390	D	4FW	6,400	D	4FW	5,720	C+	4FW	6,280	D	4FW
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Appendix F: PM Peak Hour Roadway Level of Service - Worse Than No Project

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 East Alternative			2035 South Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
24	N. West Street	North of W. Kentucky Avenue	831	C+	2MA	840	C+	2MA	880	C+	2MA	840	C+	2MA	1,240	D	2MA
66	County Road 102	E. Beamer Street to E. Main Street	870	C+	2PA	1,120	C+	2PA	1,720	C+	4PA	1,800	C+	4PA	2,490	D	4PA
67	County Road 102	E. Main Street to I-5 Northbound Ramps	1,361	C+	4PA	1,890	C+	4PA	2,370	C+	4PA	2,360	C+	4PA	3,020	D	4PA
68	County Road 102	I-5 Northbound Ramps to I-5 SB Ramps	1,776	C+	4PA	2,080	C+	4PA	2,310	C+	4PA	2,240	C+	4PA	2,700	D	4PA
70	County Road 102	Maxwell Avenue to E. Gibson Road	1,751	C+	4PA	2,370	C+	4PA	2,590	D	4PA	2,860	D	4PA	2,940	D	4PA
71	County Road 102	E. Gibson Road to Farmers Central Road	1,030	C+	2PA	1,820	C+	4PA	1,740	D	2PA	1,850	D	2PA	2,690	D	4PA
72	County Road 102	Farmers Central Road to E. Heritage Parkway	740	C+	2PA	1,210	C+	4PA	1,130	C+	2PA	1,190	C+	2PA	1,340	D	2PA
73	County Road 102	South of E. Heritage Parkway	912	C+	2PA	1,040	C+	2PA	1,110	C+	2PA	1,150	C+	2PA	1,520	D	2PA
76	W. Kentucky Avenue	N. Cottonwood Street to N. West Street	853	C+	2MA	940	C+	2MA	1,070	C+	2MA	1,000	C+	2MA	1,210	D	2MA
80	E. Kentucky Avenue	N. Pioneer Avenue to County Road 102	243	C+	2MA	450	C+	2MA	700	C+	2MA	690	C+	2MA	1,100	D	2MA
104	E. Main Street	Matmor Road to Industrial Way	2,046	C+	4PA	2,270	C+	4PA	2,330	C+	4PA	2,220	C+	4PA	2,500	D	4PA
120	E. Gum Avenue	Matmor Road to Bourn Drive	824	C+	2CO	870	C+	2CO	830	C+	2CO	850	C+	2CO	1,030	D	2CO
121	E. Gum Avenue	Bourn Drive to Pioneer Avenue	908	C+	2CO	1,060	E	2CO	1,010	D	2CO	1,080	E	2CO	1,200	F	2CO
125	Maxwell Avenue	Farnham Avenue to County Road 102	566	C+	2CO	670	C+	2CO	660	C+	2CO	810	C+	2CO	1,060	E	2CO
126	Maxwell Avenue	East of County Road 102	1,074	C+	4MA	1,570	C+	4MA	1,870	C+	4MA	2,410	D	4MA	3,130	D	4MA
135	E. Gibson Road	East Street to Matmor Road	2,029	C+	4PA	2,370	C+	4PA	2,130	C+	4PA	2,100	C+	4PA	2,600	D	4PA
136	E. Gibson Road	Matmore Road to SR 113 Southbound Ramps	1,902	C+	4PA	2,420	C+	4PA	2,260	C+	4PA	2,240	C+	4PA	2,680	D	4PA
137	E. Gibson Road	SR 113 Southbound Ramps to SR 113 NB Ramps	2,054	C+	4PA	2,270	C+	4PA	2,210	C+	4PA	2,330	C+	4PA	2,740	D	4PA
138	E. Gibson Road	SR 113 Northbound Ramps to Bourn Drive	2,083	C+	4PA	2,290	C+	4PA	2,180	C+	4PA	2,440	C+	4PA	2,670	D	4PA
139	E. Gibson Road	Bourn Drive to Pioneer Avenue	2,133	C+	4PA	2,170	C+	4PA	2,140	C+	4PA	2,270	C+	4PA	2,560	D	4PA
143	Farmers Central Road	Pioneer Avenue to Mickle Avenue	230	C+	2CO	550	C+	2CO	640	C+	2CO	670	C+	2CO	940	D	2CO
144	Farmers Central Road	Mickle Avenue to County Road 102	182	C+	2CO	430	C+	2CO	600	C+	2CO	620	C+	2CO	1,030	D	2CO
151	I-5 Mainline	E. Main Street to County Road 102	4,000	C+	4FW	5,750	C+	4FW	5,760	C+	4FW	5,640	C+	4FW	6,480	D	4FW
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Intersection Analysis

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	654	97	103	502	314	79	252	94	293	360	35
Future Volume (veh/h)	53	654	97	103	502	314	79	252	94	293	360	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	59	727	38	114	558	272	88	280	66	326	400	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	1064	460	146	782	380	112	486	112	373	1053	86
Arrive On Green	0.04	0.30	0.30	0.08	0.34	0.34	0.06	0.17	0.17	0.21	0.32	0.32
Sat Flow, veh/h	1757	3505	1517	1757	2270	1104	1757	2808	649	1757	3276	269
Grp Volume(v), veh/h	59	727	38	114	431	399	88	173	173	326	213	220
Grp Sat Flow(s),veh/h/ln	1757	1752	1517	1757	1752	1622	1757	1752	1705	1757	1752	1793
Q Serve(g_s), s	2.1	11.3	1.1	4.0	13.3	13.3	3.1	5.6	5.8	11.2	5.8	5.9
Cycle Q Clear(g_c), s	2.1	11.3	1.1	4.0	13.3	13.3	3.1	5.6	5.8	11.2	5.8	5.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	74	1064	460	146	603	559	112	303	295	373	563	576
V/C Ratio(X)	0.80	0.68	0.08	0.78	0.71	0.72	0.78	0.57	0.59	0.87	0.38	0.38
Avail Cap(c_a), veh/h	565	2254	975	565	1127	1043	565	1127	1096	565	1127	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	19.0	15.5	28.0	17.7	17.7	28.7	23.6	23.7	23.7	16.3	16.3
Incr Delay (d2), s/veh	7.2	0.3	0.0	3.4	0.6	0.6	4.4	0.6	0.7	6.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.5	0.5	2.0	6.4	6.0	1.6	2.8	2.8	6.0	2.9	3.0
LnGrp Delay(d),s/veh	36.8	19.3	15.5	31.4	18.3	18.4	33.1	24.2	24.4	30.3	16.5	16.5
LnGrp LOS	D	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		824			944			434			759	
Approach Delay, s/veh		20.4			19.9			26.1			22.4	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	23.0	7.0	24.1	5.6	25.5	16.2	14.9				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	20.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	6.0	13.3	5.1	7.9	4.1	15.3	13.2	7.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	2.0	0.0	5.3	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	979	268	187	741	80	336	174	172	151	232	84
Future Volume (veh/h)	87	979	268	187	741	80	336	174	172	151	232	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	92	1031	82	197	780	40	354	183	27	159	244	57
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	1799	558	304	1331	586	473	578	259	201	398	91
Arrive On Green	0.07	0.36	0.36	0.09	0.38	0.38	0.14	0.16	0.16	0.11	0.14	0.14
Sat Flow, veh/h	1757	5036	1561	3408	3505	1544	3408	3505	1568	1757	2825	647
Grp Volume(v), veh/h	92	1031	82	197	780	40	354	183	27	159	149	152
Grp Sat Flow(s),veh/h/ln	1757	1679	1561	1704	1752	1544	1704	1752	1568	1757	1752	1719
Q Serve(g_s), s	2.9	9.3	2.0	3.1	10.0	0.9	5.6	2.6	0.8	5.0	4.5	4.7
Cycle Q Clear(g_c), s	2.9	9.3	2.0	3.1	10.0	0.9	5.6	2.6	0.8	5.0	4.5	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	117	1799	558	304	1331	586	473	578	259	201	247	242
V/C Ratio(X)	0.78	0.57	0.15	0.65	0.59	0.07	0.75	0.32	0.10	0.79	0.61	0.63
Avail Cap(c_a), veh/h	750	3582	1111	1442	2493	1098	1454	1994	892	750	1028	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	14.6	12.3	24.8	13.9	11.1	23.3	20.7	20.0	24.2	22.7	22.8
Incr Delay (d2), s/veh	4.3	0.1	0.0	0.9	0.2	0.0	0.9	0.1	0.1	2.6	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.3	0.9	1.5	4.8	0.4	2.7	1.3	0.4	2.5	2.2	2.3
LnGrp Delay(d),s/veh	30.1	14.7	12.3	25.6	14.1	11.1	24.2	20.8	20.0	26.8	23.6	23.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1205			1017			564			460	
Approach Delay, s/veh		15.7			16.2			22.9			24.8	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	24.4	11.2	12.2	7.2	25.7	9.8	13.6				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 24	* 40	* 24	* 33	* 24	* 40	* 24	* 32				
Max Q Clear Time (g_c+I1), s	5.1	11.3	7.6	6.7	4.9	12.0	7.0	4.6				
Green Ext Time (p_c), s	0.1	8.1	0.2	1.3	0.0	8.1	0.1	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: County Road 102 & Main St

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	94	212	153	135	55	173	199	95	45	239	52
Future Volume (veh/h)	46	94	212	153	135	55	173	199	95	45	239	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	53	108	28	176	155	30	199	229	19	52	275	43
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	192	592	265	611	702	133	679	863	386	189	471	73
Arrive On Green	0.11	0.17	0.17	0.18	0.24	0.24	0.20	0.25	0.25	0.11	0.15	0.15
Sat Flow, veh/h	1757	3505	1568	3408	2935	555	3408	3505	1568	1757	3044	470
Grp Volume(v), veh/h	53	108	28	176	91	94	199	229	19	52	157	161
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1704	1752	1738	1704	1752	1568	1757	1752	1762
Q Serve(g_s), s	1.6	1.5	0.9	2.6	2.4	2.5	2.9	3.0	0.5	1.6	4.8	4.9
Cycle Q Clear(g_c), s	1.6	1.5	0.9	2.6	2.4	2.5	2.9	3.0	0.5	1.6	4.8	4.9
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	192	592	265	611	419	415	679	863	386	189	271	273
V/C Ratio(X)	0.28	0.18	0.11	0.29	0.22	0.23	0.29	0.27	0.05	0.27	0.58	0.59
Avail Cap(c_a), veh/h	669	2185	977	1298	1092	1083	1298	2670	1194	669	1335	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.6	20.3	20.5	17.6	17.7	19.7	17.5	16.6	23.7	22.7	22.7
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.4	1.2	1.2	1.2	1.4	1.5	0.2	0.8	2.4	2.4
LnGrp Delay(d),s/veh	23.9	20.6	20.4	20.6	17.7	17.8	19.8	17.6	16.6	24.0	23.4	23.5
LnGrp LOS	C	C	C	C	B	B	B	B	B	C	C	C
Approach Vol, veh/h		189			361			447			370	
Approach Delay, s/veh		21.5			19.2			18.5			23.5	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	15.3	14.9	13.8	9.7	19.3	9.6	19.1				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 22	* 36	* 22	* 44	* 22	36.0	* 22	44.0				
Max Q Clear Time (g_c+I1), s	4.6	3.5	4.9	6.9	3.6	4.5	3.6	5.0				
Green Ext Time (p_c), s	0.1	0.5	0.1	1.0	0.0	0.5	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	81	16	269	118	23	56	484	262	361	433	155
Future Volume (veh/h)	120	81	16	269	118	23	56	484	262	361	433	155
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	124	84	10	277	122	0	58	499	0	372	446	42
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	355	299	36	710	353	300	260	715	320	611	826	369
Arrive On Green	0.20	0.19	0.19	0.21	0.19	0.00	0.15	0.20	0.00	0.18	0.24	0.24
Sat Flow, veh/h	1757	1615	192	3408	1845	1568	1757	3505	1568	3408	3505	1568
Grp Volume(v), veh/h	124	0	94	277	122	0	58	499	0	372	446	42
Grp Sat Flow(s),veh/h/ln	1757	0	1808	1704	1845	1568	1757	1752	1568	1704	1752	1568
Q Serve(g_s), s	4.1	0.0	3.0	4.7	3.8	0.0	1.9	8.8	0.0	6.7	7.4	1.4
Cycle Q Clear(g_c), s	4.1	0.0	3.0	4.7	3.8	0.0	1.9	8.8	0.0	6.7	7.4	1.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	355	0	335	710	353	300	260	715	320	611	826	369
V/C Ratio(X)	0.35	0.00	0.28	0.39	0.35	0.00	0.22	0.70	0.00	0.61	0.54	0.11
Avail Cap(c_a), veh/h	789	0	1001	1020	800	680	526	1573	704	1530	1573	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	23.4	22.8	23.4	0.0	25.1	24.7	0.0	25.3	22.4	20.1
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.1	0.2	0.0	0.2	0.5	0.0	0.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.5	2.2	2.0	0.0	0.9	4.3	0.0	3.2	3.6	0.6
LnGrp Delay(d),s/veh	23.1	0.0	23.6	22.9	23.6	0.0	25.2	25.1	0.0	25.6	22.6	20.1
LnGrp LOS	C		C	C	C		C	C		C	C	C
Approach Vol, veh/h		218			399			557			860	
Approach Delay, s/veh		23.3			23.1			25.2			23.8	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	16.9	12.9	20.5	16.9	16.5	15.0	18.4				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	6.1	5.8	3.9	9.4	6.7	5.0	8.7	10.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.8	0.2	0.4	0.2	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	752	37	42	787	120	97	103	51	173	76	151
Future Volume (veh/h)	89	752	37	42	787	120	97	103	51	173	76	151
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	95	800	37	45	837	65	103	110	6	184	81	31
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	121	1408	65	54	1315	575	131	403	22	232	444	162
Arrive On Green	0.07	0.41	0.41	0.03	0.38	0.38	0.07	0.12	0.12	0.13	0.18	0.18
Sat Flow, veh/h	1757	3407	158	1757	3505	1532	1757	3379	183	1757	2518	917
Grp Volume(v), veh/h	95	411	426	45	837	65	103	57	59	184	55	57
Grp Sat Flow(s),veh/h/ln	1757	1752	1812	1757	1752	1532	1757	1752	1809	1757	1752	1683
Q Serve(g_s), s	2.6	8.8	8.8	1.2	9.6	1.4	2.8	1.4	1.5	5.0	1.3	1.4
Cycle Q Clear(g_c), s	2.6	8.8	8.8	1.2	9.6	1.4	2.8	1.4	1.5	5.0	1.3	1.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.10	1.00		0.55
Lane Grp Cap(c), veh/h	121	724	749	54	1315	575	131	209	216	232	309	297
V/C Ratio(X)	0.79	0.57	0.57	0.84	0.64	0.11	0.79	0.27	0.28	0.79	0.18	0.19
Avail Cap(c_a), veh/h	719	1434	1483	719	2869	1254	719	1434	1481	1007	1434	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	11.0	11.0	23.6	12.5	10.0	22.2	19.6	19.6	20.6	17.1	17.1
Incr Delay (d2), s/veh	4.2	0.3	0.3	11.8	0.2	0.0	3.9	0.3	0.3	2.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.3	4.4	0.8	4.6	0.6	1.5	0.7	0.7	2.6	0.6	0.7
LnGrp Delay(d),s/veh	26.7	11.3	11.2	35.4	12.7	10.0	26.1	19.9	19.9	22.9	17.2	17.3
LnGrp LOS	C	B	B	D	B	A	C	B	B	C	B	B
Approach Vol, veh/h		932			947			219			296	
Approach Delay, s/veh		12.8			13.6			22.8			20.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	10.7	6.4	22.3	6.6	13.5	4.5	24.2				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	28.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	7.0	3.5	4.6	11.6	4.8	3.4	3.2	10.8				
Green Ext Time (p_c), s	0.1	0.8	0.0	6.4	0.0	0.8	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			15.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	690	100	110	520	360	110	310	130	340	430	40
Future Volume (veh/h)	70	690	100	110	520	360	110	310	130	340	430	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	750	22	120	565	220	120	337	75	370	467	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	975	421	152	759	295	152	525	115	413	1105	78
Arrive On Green	0.05	0.28	0.28	0.09	0.31	0.31	0.09	0.18	0.18	0.24	0.33	0.33
Sat Flow, veh/h	1757	3505	1514	1757	2452	952	1757	2840	623	1757	3318	234
Grp Volume(v), veh/h	76	750	22	120	403	382	120	206	206	370	246	254
Grp Sat Flow(s),veh/h/ln	1757	1752	1514	1757	1752	1652	1757	1752	1711	1757	1752	1800
Q Serve(g_s), s	2.8	12.9	0.7	4.4	13.6	13.7	4.4	7.2	7.4	13.4	7.2	7.2
Cycle Q Clear(g_c), s	2.8	12.9	0.7	4.4	13.6	13.7	4.4	7.2	7.4	13.4	7.2	7.2
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.36	1.00		0.13
Lane Grp Cap(c), veh/h	96	975	421	152	543	511	152	324	316	413	584	600
V/C Ratio(X)	0.79	0.77	0.05	0.79	0.74	0.75	0.79	0.64	0.65	0.90	0.42	0.42
Avail Cap(c_a), veh/h	107	1160	501	160	633	597	320	532	519	480	692	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	21.8	17.4	29.5	20.4	20.4	29.5	24.8	24.9	24.4	17.0	17.1
Incr Delay (d2), s/veh	25.7	2.1	0.0	19.8	3.1	3.4	3.4	0.8	0.8	16.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.5	0.3	3.0	7.0	6.6	2.3	3.5	3.6	8.3	3.5	3.6
LnGrp Delay(d),s/veh	56.5	24.0	17.4	49.3	23.5	23.8	32.9	25.6	25.7	40.5	17.2	17.2
LnGrp LOS	E	C	B	D	C	C	C	C	C	D	B	B
Approach Vol, veh/h		848			905			532			870	
Approach Delay, s/veh		26.7			27.1			27.3			27.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	22.4	8.7	26.0	6.6	24.5	18.5	16.3				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	21.8	12.0	26.0	4.0	23.8	18.0	20.0				
Max Q Clear Time (g_c+I1), s	6.4	14.9	6.4	9.2	4.8	15.7	15.4	9.4				
Green Ext Time (p_c), s	0.0	3.0	0.0	2.3	0.0	3.4	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1220	330	220	750	120	300	310	210	190	440	130
Future Volume (veh/h)	110	1220	330	220	750	120	300	310	210	190	440	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	116	1284	168	232	789	40	316	326	70	200	463	103
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	148	1985	608	193	1285	566	246	590	260	245	669	148
Arrive On Green	0.08	0.39	0.39	0.06	0.37	0.37	0.07	0.17	0.17	0.14	0.24	0.24
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2843	628
Grp Volume(v), veh/h	116	1284	168	232	789	40	316	326	70	200	284	282
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1719
Q Serve(g_s), s	4.1	13.2	4.7	3.6	11.7	1.1	4.6	5.4	2.5	7.0	9.4	9.6
Cycle Q Clear(g_c), s	4.1	13.2	4.7	3.6	11.7	1.1	4.6	5.4	2.5	7.0	9.4	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	148	1985	608	193	1285	566	246	590	260	245	412	404
V/C Ratio(X)	0.79	0.65	0.28	1.20	0.61	0.07	1.28	0.55	0.27	0.82	0.69	0.70
Avail Cap(c_a), veh/h	259	3036	929	193	1794	790	246	1018	449	527	908	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	15.7	13.1	30.0	16.5	13.1	29.5	24.3	23.1	26.6	22.2	22.3
Incr Delay (d2), s/veh	3.5	0.1	0.1	130.7	0.2	0.0	155.0	0.3	0.2	2.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.1	2.0	5.2	5.6	0.5	7.4	2.7	1.1	3.6	4.7	4.6
LnGrp Delay(d),s/veh	32.1	15.8	13.2	160.7	16.7	13.1	184.5	24.6	23.3	29.2	23.0	23.1
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1568			1061			712			766	
Approach Delay, s/veh		16.7			48.0			95.4			24.6	
Approach LOS		B			D			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	29.4	8.0	19.3	8.7	27.7	12.3	15.0				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 9.4	* 33	* 19	* 19				
Max Q Clear Time (g_c+I1), s	5.6	15.2	6.6	11.6	6.1	13.7	9.0	7.4				
Green Ext Time (p_c), s	0.0	9.4	0.0	2.6	0.0	8.6	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: County Road 102 & Main St

Cumulative No Project Alternative
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	120	240	400	140	110	230	260	120	60	370	60
Future Volume (veh/h)	50	120	240	400	140	110	230	260	120	60	370	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	54	130	38	435	152	29	250	283	30	65	402	51
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	631	276	593	728	136	639	894	392	208	581	73
Arrive On Green	0.11	0.18	0.18	0.17	0.25	0.25	0.19	0.26	0.26	0.12	0.19	0.19
Sat Flow, veh/h	1757	3505	1533	3408	2943	549	3408	3505	1537	1757	3124	394
Grp Volume(v), veh/h	54	130	38	435	89	92	250	283	30	65	224	229
Grp Sat Flow(s),veh/h/ln	1757	1752	1533	1704	1752	1739	1704	1752	1537	1757	1752	1765
Q Serve(g_s), s	1.8	2.0	1.3	7.6	2.5	2.7	4.1	4.1	0.9	2.1	7.5	7.7
Cycle Q Clear(g_c), s	1.8	2.0	1.3	7.6	2.5	2.7	4.1	4.1	0.9	2.1	7.5	7.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	187	631	276	593	434	430	639	894	392	208	326	328
V/C Ratio(X)	0.29	0.21	0.14	0.73	0.21	0.21	0.39	0.32	0.08	0.31	0.69	0.70
Avail Cap(c_a), veh/h	306	1781	779	777	966	958	707	1720	755	306	805	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	22.1	21.8	24.7	18.8	18.9	22.5	19.1	17.9	25.5	24.0	24.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	1.6	0.1	0.1	0.1	0.1	0.0	0.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	0.6	3.7	1.2	1.3	1.9	2.0	0.4	1.0	3.7	3.8
LnGrp Delay(d),s/veh	26.3	22.1	21.9	26.3	18.9	19.0	22.6	19.1	17.9	25.8	25.0	25.0
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		222			616			563			518	
Approach Delay, s/veh		23.1			24.1			20.6			25.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	16.9	15.3	16.6	10.1	21.1	10.9	21.0				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 14	* 32	* 13	* 29	* 11	34.8	* 11	31.0				
Max Q Clear Time (g_c+I1), s	9.6	4.0	6.1	9.7	3.8	4.7	4.1	6.1				
Green Ext Time (p_c), s	0.2	0.5	0.1	1.3	0.0	0.5	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.2									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	90	20	500	200	30	70	820	270	480	470	160
Future Volume (veh/h)	180	90	20	500	200	30	70	820	270	480	470	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	186	93	14	515	206	0	72	845	0	495	485	57
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	318	286	43	596	327	278	259	1018	455	577	1094	480
Arrive On Green	0.18	0.18	0.18	0.17	0.18	0.00	0.15	0.29	0.00	0.17	0.31	0.31
Sat Flow, veh/h	1757	1562	235	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	186	0	107	515	206	0	72	845	0	495	485	57
Grp Sat Flow(s),veh/h/ln	1757	0	1797	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	7.9	0.0	4.2	12.0	8.5	0.0	3.0	18.4	0.0	11.5	9.0	2.2
Cycle Q Clear(g_c), s	7.9	0.0	4.2	12.0	8.5	0.0	3.0	18.4	0.0	11.5	9.0	2.2
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	0	329	596	327	278	259	1018	455	577	1094	480
V/C Ratio(X)	0.59	0.00	0.32	0.86	0.63	0.00	0.28	0.83	0.00	0.86	0.44	0.12
Avail Cap(c_a), veh/h	645	0	813	834	654	556	430	1286	575	1250	1286	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	29.0	32.8	31.1	0.0	31.0	27.1	0.0	33.0	22.5	20.1
Incr Delay (d2), s/veh	0.6	0.0	0.2	5.3	0.7	0.0	0.2	3.1	0.0	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.1	6.1	4.4	0.0	1.5	9.4	0.0	5.5	4.4	0.9
LnGrp Delay(d),s/veh	31.3	0.0	29.2	38.1	31.9	0.0	31.2	30.2	0.0	34.5	22.6	20.1
LnGrp LOS	C		C	D	C		C	C		C	C	C
Approach Vol, veh/h		293			721			917			1037	
Approach Delay, s/veh		30.6			36.3			30.3			28.1	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	18.6	15.1	30.3	17.3	19.1	16.8	28.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	9.9	10.5	5.0	11.0	14.0	6.2	13.5	20.4				
Green Ext Time (p_c), s	0.1	0.6	0.0	4.3	0.3	0.6	0.3	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	90	800	40	70	870	140	100	140	90	200	80	170
Future Volume (veh/h)	90	800	40	70	870	140	100	140	90	200	80	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	851	39	74	926	46	106	149	11	213	85	36
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1316	60	93	1295	566	135	414	30	262	481	192
Arrive On Green	0.07	0.39	0.39	0.05	0.37	0.37	0.08	0.13	0.13	0.15	0.20	0.20
Sat Flow, veh/h	1757	3408	156	1757	3505	1531	1757	3304	241	1757	2435	973
Grp Volume(v), veh/h	96	438	452	74	926	46	106	78	82	213	60	61
Grp Sat Flow(s),veh/h/ln	1757	1752	1812	1757	1752	1531	1757	1752	1793	1757	1752	1656
Q Serve(g_s), s	2.8	10.6	10.6	2.2	11.8	1.0	3.1	2.1	2.2	6.1	1.5	1.6
Cycle Q Clear(g_c), s	2.8	10.6	10.6	2.2	11.8	1.0	3.1	2.1	2.2	6.1	1.5	1.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.13	1.00		0.59
Lane Grp Cap(c), veh/h	122	677	700	93	1295	566	135	219	225	262	346	327
V/C Ratio(X)	0.79	0.65	0.65	0.80	0.72	0.08	0.78	0.36	0.36	0.81	0.17	0.19
Avail Cap(c_a), veh/h	203	876	906	169	1686	736	406	1082	1107	406	1082	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	13.1	13.1	24.4	14.0	10.7	23.6	20.8	20.8	21.4	17.3	17.4
Incr Delay (d2), s/veh	4.2	0.4	0.4	5.8	0.6	0.0	3.7	0.4	0.5	3.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.2	5.4	1.2	5.8	0.4	1.6	1.0	1.1	3.2	0.7	0.7
LnGrp Delay(d),s/veh	28.1	13.4	13.4	30.2	14.6	10.7	27.3	21.3	21.3	25.0	17.4	17.5
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		986			1046			266			334	
Approach Delay, s/veh		14.9			15.6			23.7			22.3	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	11.4	6.6	23.2	7.0	15.2	5.7	24.1				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	12.0	32.1	6.0	25.0	12.0	32.1	5.0	26.0				
Max Q Clear Time (g_c+I1), s	8.1	4.2	4.8	13.8	5.1	3.6	4.2	12.6				
Green Ext Time (p_c), s	0.0	1.0	0.0	5.1	0.0	1.0	0.0	5.6				
Intersection Summary												
HCM 2010 Ctrl Delay				17.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	690	120	110	540	380	110	300	160	340	490	40
Future Volume (veh/h)	70	690	120	110	540	380	110	300	160	340	490	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	750	27	120	587	241	120	326	71	370	533	35
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	979	423	152	749	307	152	523	112	413	1106	72
Arrive On Green	0.05	0.28	0.28	0.09	0.31	0.31	0.09	0.18	0.18	0.24	0.33	0.33
Sat Flow, veh/h	1757	3505	1514	1757	2409	987	1757	2853	612	1757	3336	219
Grp Volume(v), veh/h	76	750	27	120	427	401	120	198	199	370	279	289
Grp Sat Flow(s),veh/h/ln	1757	1752	1514	1757	1752	1644	1757	1752	1713	1757	1752	1803
Q Serve(g_s), s	2.8	12.9	0.9	4.4	14.6	14.6	4.4	6.9	7.1	13.4	8.3	8.4
Cycle Q Clear(g_c), s	2.8	12.9	0.9	4.4	14.6	14.6	4.4	6.9	7.1	13.4	8.3	8.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.36	1.00		0.12
Lane Grp Cap(c), veh/h	96	979	423	152	545	511	152	321	314	413	581	598
V/C Ratio(X)	0.79	0.77	0.06	0.79	0.78	0.79	0.79	0.62	0.63	0.90	0.48	0.48
Avail Cap(c_a), veh/h	107	1162	502	160	634	595	321	533	521	481	693	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	21.7	17.4	29.5	20.6	20.7	29.4	24.7	24.8	24.4	17.5	17.5
Incr Delay (d2), s/veh	25.6	2.1	0.0	19.8	4.5	4.9	3.4	0.7	0.8	16.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.5	0.4	3.0	7.7	7.3	2.3	3.4	3.4	8.3	4.1	4.2
LnGrp Delay(d),s/veh	56.3	23.8	17.4	49.2	25.2	25.6	32.8	25.5	25.6	40.4	17.7	17.7
LnGrp LOS	E	C	B	D	C	C	C	C	C	D	B	B
Approach Vol, veh/h		853			948			517			938	
Approach Delay, s/veh		26.5			28.4			27.2			26.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	22.5	8.7	25.9	6.6	24.5	18.5	16.1				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	21.8	12.0	26.0	4.0	23.8	18.0	20.0				
Max Q Clear Time (g_c+I1), s	6.4	14.9	6.4	10.4	4.8	16.6	15.4	9.1				
Green Ext Time (p_c), s	0.0	3.1	0.0	2.4	0.0	3.2	0.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			27.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1310	290	290	750	80	290	270	200	160	380	190
Future Volume (veh/h)	130	1310	290	290	750	80	290	270	200	160	380	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	137	1379	108	305	789	24	305	284	48	168	400	122
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	173	2068	633	191	1292	569	244	611	269	209	586	176
Arrive On Green	0.10	0.41	0.41	0.06	0.37	0.37	0.07	0.17	0.17	0.12	0.22	0.22
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2641	796
Grp Volume(v), veh/h	137	1379	108	305	789	24	305	284	48	168	264	258
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1685
Q Serve(g_s), s	4.9	14.3	2.9	3.6	11.8	0.6	4.6	4.7	1.7	6.0	8.9	9.1
Cycle Q Clear(g_c), s	4.9	14.3	2.9	3.6	11.8	0.6	4.6	4.7	1.7	6.0	8.9	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	173	2068	633	191	1292	569	244	611	269	209	389	374
V/C Ratio(X)	0.79	0.67	0.17	1.60	0.61	0.04	1.25	0.47	0.18	0.80	0.68	0.69
Avail Cap(c_a), veh/h	257	3012	922	191	1779	784	244	1010	445	523	901	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	15.4	12.0	30.3	16.5	13.0	29.8	23.8	22.6	27.5	22.9	23.0
Incr Delay (d2), s/veh	5.3	0.1	0.0	291.5	0.2	0.0	141.4	0.2	0.1	2.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.5	1.2	9.4	5.7	0.3	6.9	2.3	0.7	3.1	4.3	4.3
LnGrp Delay(d),s/veh	33.6	15.5	12.0	321.8	16.7	13.0	171.2	24.0	22.7	30.3	23.7	23.8
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1624			1118			637			690	
Approach Delay, s/veh		16.8			99.9			94.4			25.3	
Approach LOS		B			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	30.7	8.0	18.5	9.7	28.0	11.1	15.5				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 9.4	* 33	* 19	* 19				
Max Q Clear Time (g_c+I1), s	5.6	16.3	6.6	11.1	6.9	13.8	8.0	6.7				
Green Ext Time (p_c), s	0.0	9.6	0.0	2.3	0.0	8.9	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.2									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	120	220	330	170	120	210	470	130	70	740	130
Future Volume (veh/h)	110	120	220	330	170	120	210	470	130	70	740	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	120	130	25	359	185	14	228	511	46	76	804	127
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	544	238	498	552	41	539	1239	545	204	943	149
Arrive On Green	0.13	0.16	0.16	0.15	0.17	0.17	0.16	0.35	0.35	0.12	0.31	0.31
Sat Flow, veh/h	1757	3505	1530	3408	3302	248	3408	3505	1541	1757	3025	478
Grp Volume(v), veh/h	120	130	25	359	97	102	228	511	46	76	466	465
Grp Sat Flow(s),veh/h/ln	1757	1752	1530	1704	1752	1797	1704	1752	1541	1757	1752	1750
Q Serve(g_s), s	4.8	2.4	1.1	7.6	3.7	3.8	4.5	8.3	1.5	3.0	18.7	18.7
Cycle Q Clear(g_c), s	4.8	2.4	1.1	7.6	3.7	3.8	4.5	8.3	1.5	3.0	18.7	18.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	236	544	238	498	293	300	539	1239	545	204	546	546
V/C Ratio(X)	0.51	0.24	0.11	0.72	0.33	0.34	0.42	0.41	0.08	0.37	0.85	0.85
Avail Cap(c_a), veh/h	346	1575	687	571	720	738	544	1449	637	257	704	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	27.9	27.3	30.7	27.6	27.7	28.6	18.4	16.2	30.7	24.3	24.3
Incr Delay (d2), s/veh	0.6	0.1	0.1	2.9	0.2	0.2	0.2	0.1	0.0	0.4	6.6	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.2	0.5	3.7	1.8	1.9	2.1	4.0	0.6	1.5	10.1	10.0
LnGrp Delay(d),s/veh	30.9	28.0	27.4	33.5	27.9	27.9	28.8	18.5	16.2	31.1	30.8	30.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		275			558			785			1007	
Approach Delay, s/veh		29.2			31.5			21.3			30.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	17.2	15.3	28.4	13.5	18.1	12.2	31.5				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 13	* 34	* 12	* 30	* 15	30.9	* 11	31.1				
Max Q Clear Time (g_c+I1), s	9.6	4.4	6.5	20.7	6.8	5.8	5.0	10.3				
Green Ext Time (p_c), s	0.1	0.5	0.1	2.4	0.0	0.5	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			28.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	120	20	570	250	30	90	870	350	530	450	160
Future Volume (veh/h)	140	120	20	570	250	30	90	870	350	530	450	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	144	124	16	588	258	0	93	897	0	546	464	59
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	278	277	36	655	382	325	259	1022	457	618	1141	501
Arrive On Green	0.16	0.17	0.17	0.19	0.21	0.00	0.15	0.29	0.00	0.18	0.33	0.33
Sat Flow, veh/h	1757	1597	206	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	144	0	140	588	258	0	93	897	0	546	464	59
Grp Sat Flow(s),veh/h/ln	1757	0	1803	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	6.9	0.0	6.4	15.5	11.9	0.0	4.4	22.5	0.0	14.4	9.5	2.5
Cycle Q Clear(g_c), s	6.9	0.0	6.4	15.5	11.9	0.0	4.4	22.5	0.0	14.4	9.5	2.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	0	313	655	382	325	259	1022	457	618	1141	501
V/C Ratio(X)	0.52	0.00	0.45	0.90	0.68	0.00	0.36	0.88	0.00	0.88	0.41	0.12
Avail Cap(c_a), veh/h	571	0	723	739	580	493	381	1139	510	1108	1141	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	34.2	36.4	33.7	0.0	35.4	31.1	0.0	36.8	24.2	21.8
Incr Delay (d2), s/veh	0.6	0.0	0.4	12.0	0.8	0.0	0.3	6.9	0.0	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.2	8.4	6.1	0.0	2.2	11.8	0.0	6.9	4.6	1.1
LnGrp Delay(d),s/veh	36.1	0.0	34.6	48.4	34.5	0.0	35.7	38.0	0.0	38.5	24.3	21.9
LnGrp LOS	D		C	D	C		D	D		D	C	C
Approach Vol, veh/h		284			846			990			1069	
Approach Delay, s/veh		35.4			44.1			37.8			31.4	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	23.2	16.6	34.8	20.7	20.1	19.7	31.7				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	8.9	13.9	6.4	11.5	17.5	8.4	16.4	24.5				
Green Ext Time (p_c), s	0.1	0.7	0.0	4.4	0.2	0.8	0.3	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	100	760	90	120	790	120	100	210	100	180	200	170
Future Volume (veh/h)	100	760	90	120	790	120	100	210	100	180	200	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	106	809	86	128	840	40	106	223	20	191	213	36
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	1120	119	163	1287	562	135	486	43	237	623	103
Arrive On Green	0.08	0.35	0.35	0.09	0.37	0.37	0.08	0.15	0.15	0.13	0.21	0.21
Sat Flow, veh/h	1757	3187	339	1757	3505	1531	1757	3248	288	1757	3002	499
Grp Volume(v), veh/h	106	445	450	128	840	40	106	119	124	191	123	126
Grp Sat Flow(s),veh/h/ln	1757	1752	1773	1757	1752	1531	1757	1752	1784	1757	1752	1748
Q Serve(g_s), s	3.3	12.1	12.1	3.9	10.9	0.9	3.3	3.4	3.5	5.8	3.3	3.4
Cycle Q Clear(g_c), s	3.3	12.1	12.1	3.9	10.9	0.9	3.3	3.4	3.5	5.8	3.3	3.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.16	1.00		0.29
Lane Grp Cap(c), veh/h	135	616	623	163	1287	562	135	262	267	237	363	363
V/C Ratio(X)	0.79	0.72	0.72	0.79	0.65	0.07	0.78	0.45	0.46	0.81	0.34	0.35
Avail Cap(c_a), veh/h	192	767	776	224	1598	698	384	1058	1077	352	1026	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	15.5	15.5	24.4	14.4	11.3	24.9	21.3	21.3	23.0	18.5	18.6
Incr Delay (d2), s/veh	7.9	1.7	1.7	7.9	0.3	0.0	3.7	0.6	0.6	4.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.1	6.2	2.2	5.3	0.4	1.7	1.7	1.8	3.1	1.6	1.6
LnGrp Delay(d),s/veh	32.8	17.2	17.2	32.3	14.8	11.3	28.6	21.8	21.9	27.8	18.7	18.8
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1001			1008			349			440	
Approach Delay, s/veh		18.8			16.9			23.9			22.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	13.1	7.2	24.1	7.2	16.3	8.1	23.3				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	11.0	33.1	6.0	25.0	12.0	32.1	7.0	24.0				
Max Q Clear Time (g_c+I1), s	7.8	5.5	5.3	12.9	5.3	5.4	5.9	14.1				
Green Ext Time (p_c), s	0.0	1.8	0.0	5.0	0.0	1.8	0.0	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				19.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	670	100	110	520	380	90	260	130	310	410	50
Future Volume (veh/h)	70	670	100	110	520	380	90	260	130	310	410	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	728	23	120	565	233	98	283	50	337	446	41
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	1012	438	152	772	318	125	502	87	385	1028	94
Arrive On Green	0.05	0.29	0.29	0.09	0.32	0.32	0.07	0.17	0.17	0.22	0.32	0.32
Sat Flow, veh/h	1757	3505	1515	1757	2407	990	1757	2968	516	1757	3243	297
Grp Volume(v), veh/h	76	728	23	120	411	387	98	165	168	337	240	247
Grp Sat Flow(s),veh/h/ln	1757	1752	1515	1757	1752	1644	1757	1752	1732	1757	1752	1788
Q Serve(g_s), s	2.6	11.2	0.7	4.0	12.5	12.6	3.3	5.2	5.4	11.1	6.5	6.6
Cycle Q Clear(g_c), s	2.6	11.2	0.7	4.0	12.5	12.6	3.3	5.2	5.4	11.1	6.5	6.6
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.30	1.00		0.17
Lane Grp Cap(c), veh/h	96	1012	438	152	562	528	125	296	293	385	555	567
V/C Ratio(X)	0.79	0.72	0.05	0.79	0.73	0.73	0.78	0.56	0.57	0.88	0.43	0.44
Avail Cap(c_a), veh/h	117	1330	575	175	723	679	292	583	577	497	787	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	19.2	15.4	26.9	18.1	18.1	27.5	22.9	23.0	22.7	16.2	16.3
Incr Delay (d2), s/veh	20.8	0.8	0.0	15.8	1.8	1.9	4.0	0.6	0.7	11.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	0.3	2.6	6.3	6.0	1.7	2.6	2.6	6.5	3.2	3.3
LnGrp Delay(d),s/veh	48.8	19.9	15.4	42.7	19.9	20.1	31.5	23.5	23.6	33.9	16.4	16.5
LnGrp LOS	D	B	B	D	B	C	C	C	C	C	B	B
Approach Vol, veh/h		827			918			431			824	
Approach Delay, s/veh		22.5			22.9			25.4			23.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	21.5	7.3	23.1	6.3	23.4	16.2	14.3				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	22.8	10.0	27.0	4.0	24.8	17.0	20.0				
Max Q Clear Time (g_c+I1), s	6.0	13.2	5.3	8.6	4.6	14.6	13.1	7.4				
Green Ext Time (p_c), s	0.0	3.7	0.0	2.1	0.0	3.8	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1340	280	230	750	130	280	260	210	160	370	180
Future Volume (veh/h)	130	1340	280	230	750	130	280	260	210	160	370	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	137	1411	108	242	789	39	295	274	70	168	389	114
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	173	2101	643	191	1314	579	244	590	260	209	576	167
Arrive On Green	0.10	0.42	0.42	0.06	0.37	0.37	0.07	0.17	0.17	0.12	0.22	0.22
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2669	772
Grp Volume(v), veh/h	137	1411	108	242	789	39	295	274	70	168	254	249
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1689
Q Serve(g_s), s	4.9	14.6	2.8	3.6	11.7	1.0	4.6	4.5	2.5	6.0	8.5	8.7
Cycle Q Clear(g_c), s	4.9	14.6	2.8	3.6	11.7	1.0	4.6	4.5	2.5	6.0	8.5	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	173	2101	643	191	1314	579	244	590	260	209	378	364
V/C Ratio(X)	0.79	0.67	0.17	1.27	0.60	0.07	1.21	0.46	0.27	0.80	0.67	0.68
Avail Cap(c_a), veh/h	298	3008	921	191	1695	747	244	1139	502	456	900	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	15.2	11.7	30.3	16.2	12.9	29.8	24.1	23.3	27.6	23.1	23.2
Incr Delay (d2), s/veh	3.1	0.1	0.0	155.3	0.2	0.0	126.2	0.2	0.2	2.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.7	1.2	5.8	5.6	0.4	6.4	2.2	1.1	3.1	4.2	4.2
LnGrp Delay(d),s/veh	31.4	15.3	11.8	185.6	16.4	12.9	156.0	24.3	23.5	30.3	23.9	24.0
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1656			1070			639			671	
Approach Delay, s/veh		16.4			54.5			85.1			25.6	
Approach LOS		B			D			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	31.1	8.0	18.2	9.7	28.4	11.1	15.1				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 11	* 31	* 17	* 21				
Max Q Clear Time (g_c+I1), s	5.6	16.6	6.6	10.7	6.9	13.7	8.0	6.5				
Green Ext Time (p_c), s	0.0	9.8	0.0	2.2	0.0	8.8	0.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			38.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	160	250	190	160	150	270	460	140	130	760	130
Future Volume (veh/h)	110	160	250	190	160	150	270	460	140	130	760	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	120	174	34	207	174	16	293	500	41	141	826	127
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	551	240	486	541	49	535	1184	520	241	965	148
Arrive On Green	0.13	0.16	0.16	0.14	0.17	0.17	0.16	0.34	0.34	0.14	0.32	0.32
Sat Flow, veh/h	1757	3505	1530	3408	3245	295	3408	3505	1540	1757	3038	467
Grp Volume(v), veh/h	120	174	34	207	93	97	293	500	41	141	477	476
Grp Sat Flow(s),veh/h/ln	1757	1752	1530	1704	1752	1788	1704	1752	1540	1757	1752	1752
Q Serve(g_s), s	4.8	3.4	1.5	4.2	3.6	3.6	6.0	8.4	1.4	5.7	19.4	19.4
Cycle Q Clear(g_c), s	4.8	3.4	1.5	4.2	3.6	3.6	6.0	8.4	1.4	5.7	19.4	19.4
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	234	551	240	486	292	298	535	1184	520	241	557	557
V/C Ratio(X)	0.51	0.32	0.14	0.43	0.32	0.33	0.55	0.42	0.08	0.59	0.86	0.86
Avail Cap(c_a), veh/h	341	1526	666	492	660	673	545	1485	653	277	740	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	28.5	27.7	29.8	28.0	28.0	29.6	19.5	17.2	30.9	24.4	24.4
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.2	0.2	0.2	0.6	0.1	0.0	1.0	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.6	0.6	2.0	1.8	1.8	2.9	4.0	0.6	2.8	10.3	10.3
LnGrp Delay(d),s/veh	31.4	28.6	27.8	30.1	28.2	28.2	30.2	19.6	17.2	31.9	30.4	30.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		328			397			834			1094	
Approach Delay, s/veh		29.6			29.2			23.2			30.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	17.5	15.4	29.1	13.5	18.2	13.8	30.7				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 11	* 33	* 12	* 32	* 15	28.7	* 12	32.3				
Max Q Clear Time (g_c+I1), s	6.2	5.4	8.0	21.4	6.8	5.6	7.7	10.4				
Green Ext Time (p_c), s	0.1	0.6	0.1	2.5	0.0	0.6	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	170	20	760	380	40	80	860	490	550	440	160
Future Volume (veh/h)	130	170	20	760	380	40	80	860	490	550	440	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	134	175	18	784	392	0	82	887	0	567	454	56
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	246	25	842	487	414	218	1002	448	624	1208	531
Arrive On Green	0.13	0.15	0.15	0.25	0.26	0.00	0.12	0.29	0.00	0.18	0.34	0.34
Sat Flow, veh/h	1757	1641	169	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	134	0	193	784	392	0	82	887	0	567	454	56
Grp Sat Flow(s),veh/h/ln	1757	0	1810	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	7.9	0.0	11.3	25.0	22.1	0.0	4.8	26.9	0.0	18.1	10.8	2.7
Cycle Q Clear(g_c), s	7.9	0.0	11.3	25.0	22.1	0.0	4.8	26.9	0.0	18.1	10.8	2.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	271	842	487	414	218	1002	448	624	1208	531
V/C Ratio(X)	0.57	0.00	0.71	0.93	0.81	0.00	0.38	0.88	0.00	0.91	0.38	0.11
Avail Cap(c_a), veh/h	301	0	624	983	846	719	237	1143	511	737	1427	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	44.9	40.9	38.2	0.0	44.6	37.9	0.0	44.4	27.4	24.7
Incr Delay (d2), s/veh	0.8	0.0	1.3	12.9	1.2	0.0	0.4	7.1	0.0	12.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	5.7	13.3	11.4	0.0	2.3	13.9	0.0	9.6	5.2	1.2
LnGrp Delay(d),s/veh	46.0	0.0	46.2	53.8	39.4	0.0	45.0	45.0	0.0	57.1	27.5	24.8
LnGrp LOS	D		D	D	D		D	D		E	C	C
Approach Vol, veh/h		327			1176			969			1077	
Approach Delay, s/veh		46.1			49.0			45.0			42.9	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	33.4	16.8	43.1	30.4	20.7	23.3	36.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	19.0	50.9	15.0	45.2	32.0	* 38	24.0	36.2				
Max Q Clear Time (g_c+I1), s	9.9	24.1	6.8	12.8	27.0	13.3	20.1	28.9				
Green Ext Time (p_c), s	0.0	1.3	0.0	4.7	0.4	1.3	0.2	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			45.8									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	760	90	90	800	120	140	200	100	180	140	170
Future Volume (veh/h)	90	760	90	90	800	120	140	200	100	180	140	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	809	86	96	851	38	149	213	13	191	149	28
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1163	124	122	1279	559	189	475	29	238	500	92
Arrive On Green	0.07	0.36	0.36	0.07	0.36	0.36	0.11	0.14	0.14	0.14	0.17	0.17
Sat Flow, veh/h	1757	3187	339	1757	3505	1531	1757	3351	203	1757	2950	542
Grp Volume(v), veh/h	96	445	450	96	851	38	149	111	115	191	87	90
Grp Sat Flow(s),veh/h/ln	1757	1752	1774	1757	1752	1531	1757	1752	1802	1757	1752	1740
Q Serve(g_s), s	2.8	11.1	11.2	2.8	10.5	0.8	4.3	3.0	3.0	5.4	2.2	2.3
Cycle Q Clear(g_c), s	2.8	11.1	11.2	2.8	10.5	0.8	4.3	3.0	3.0	5.4	2.2	2.3
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.11	1.00		0.31
Lane Grp Cap(c), veh/h	122	639	647	122	1279	559	189	248	255	238	297	295
V/C Ratio(X)	0.79	0.70	0.70	0.79	0.67	0.07	0.79	0.45	0.45	0.80	0.29	0.31
Avail Cap(c_a), veh/h	204	849	859	204	1698	742	511	1124	1156	374	988	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	13.9	14.0	23.6	13.7	10.7	22.4	20.3	20.3	21.6	18.7	18.8
Incr Delay (d2), s/veh	4.2	0.8	0.8	4.2	0.2	0.0	2.7	0.6	0.6	2.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.5	5.5	1.5	5.0	0.3	2.2	1.5	1.5	2.8	1.1	1.1
LnGrp Delay(d),s/veh	27.9	14.7	14.7	27.9	14.0	10.7	25.2	20.9	20.9	24.6	18.9	19.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		991			985			375			368	
Approach Delay, s/veh		16.0			15.2			22.6			21.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	12.2	6.6	22.8	8.6	13.6	6.6	22.8				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	11.0	33.1	6.0	25.0	15.0	29.1	6.0	25.0				
Max Q Clear Time (g_c+I1), s	7.4	5.0	4.8	12.5	6.3	4.3	4.8	13.2				
Green Ext Time (p_c), s	0.0	1.5	0.0	5.2	0.0	1.4	0.0	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay				17.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	730	130	140	590	350	120	440	180	350	710	40
Future Volume (veh/h)	60	730	130	140	590	350	120	440	180	350	710	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	65	793	28	152	641	273	130	478	143	380	772	38
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	83	945	408	185	780	332	161	581	173	414	1235	61
Arrive On Green	0.05	0.27	0.27	0.11	0.33	0.33	0.09	0.22	0.22	0.24	0.36	0.36
Sat Flow, veh/h	1757	3505	1513	1757	2379	1013	1757	2646	785	1757	3398	167
Grp Volume(v), veh/h	65	793	28	152	472	442	130	315	306	380	398	412
Grp Sat Flow(s),veh/h/ln	1757	1752	1513	1757	1752	1640	1757	1752	1679	1757	1752	1813
Q Serve(g_s), s	3.1	17.9	1.2	7.1	20.7	20.8	6.1	14.3	14.5	17.7	15.7	15.7
Cycle Q Clear(g_c), s	3.1	17.9	1.2	7.1	20.7	20.8	6.1	14.3	14.5	17.7	15.7	15.7
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.47	1.00		0.09
Lane Grp Cap(c), veh/h	83	945	408	185	574	538	161	385	369	414	637	659
V/C Ratio(X)	0.78	0.84	0.07	0.82	0.82	0.82	0.81	0.82	0.83	0.92	0.62	0.63
Avail Cap(c_a), veh/h	84	1039	448	189	624	584	210	419	401	462	670	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	28.9	22.8	36.7	25.9	25.9	37.3	31.1	31.1	31.2	21.9	21.9
Incr Delay (d2), s/veh	34.2	5.2	0.0	22.3	7.3	7.8	12.1	10.2	11.5	21.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	9.3	0.5	4.6	11.1	10.5	3.5	8.0	7.9	11.0	7.7	8.0
LnGrp Delay(d),s/veh	73.6	34.1	22.8	58.9	33.2	33.7	49.4	41.3	42.7	52.2	23.1	23.1
LnGrp LOS	E	C	C	E	C	C	D	D	D	D	C	C
Approach Vol, veh/h		886			1066			751			1190	
Approach Delay, s/veh		36.6			37.1			43.3			32.4	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	26.7	10.7	34.5	6.9	31.5	22.7	22.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	9.0	24.8	10.0	32.0	4.0	29.8	22.0	20.0				
Max Q Clear Time (g_c+I1), s	9.1	19.9	8.1	17.7	5.1	22.8	19.7	16.5				
Green Ext Time (p_c), s	0.0	2.7	0.0	3.7	0.0	3.5	0.1	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			36.7									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1510	270	340	750	140	320	300	260	210	460	240
Future Volume (veh/h)	200	1510	270	340	750	140	320	300	260	210	460	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	211	1589	99	358	789	44	337	316	80	221	484	179
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	245	1934	592	363	1230	542	325	679	299	255	608	223
Arrive On Green	0.14	0.38	0.38	0.11	0.35	0.35	0.10	0.19	0.19	0.15	0.24	0.24
Sat Flow, veh/h	1757	5036	1541	3408	3505	1544	3408	3505	1546	1757	2497	917
Grp Volume(v), veh/h	211	1589	99	358	789	44	337	316	80	221	339	324
Grp Sat Flow(s),veh/h/ln	1757	1679	1541	1704	1752	1544	1704	1752	1546	1757	1752	1661
Q Serve(g_s), s	10.6	25.6	3.8	9.5	17.0	1.7	8.6	7.2	4.0	11.1	16.4	16.6
Cycle Q Clear(g_c), s	10.6	25.6	3.8	9.5	17.0	1.7	8.6	7.2	4.0	11.1	16.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	245	1934	592	363	1230	542	325	679	299	255	427	405
V/C Ratio(X)	0.86	0.82	0.17	0.99	0.64	0.08	1.04	0.47	0.27	0.87	0.79	0.80
Avail Cap(c_a), veh/h	323	2143	656	363	1230	542	325	936	413	341	641	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	25.0	18.3	40.3	24.5	19.6	40.8	32.2	30.9	37.7	32.0	32.1
Incr Delay (d2), s/veh	13.6	2.2	0.0	43.7	0.9	0.0	60.1	0.2	0.2	13.2	2.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	12.2	1.6	6.6	8.4	0.7	6.7	3.5	1.7	6.3	8.2	7.8
LnGrp Delay(d),s/veh	51.6	27.2	18.3	84.0	25.4	19.6	100.9	32.4	31.1	50.9	34.1	34.6
LnGrp LOS	D	C	B	F	C	B	F	C	C	D	C	C
Approach Vol, veh/h		1899			1191			733			884	
Approach Delay, s/veh		29.5			42.8			63.8			38.5	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	39.0	12.0	26.3	16.0	36.0	16.5	21.8				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 9.6	* 38	* 8.6	* 33	* 17	* 31	* 18	* 24				
Max Q Clear Time (g_c+I1), s	11.5	27.6	10.6	18.6	12.6	19.0	13.1	9.2				
Green Ext Time (p_c), s	0.0	6.9	0.0	2.7	0.0	7.7	0.1	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	270	300	240	250	190	330	670	170	230	1020	160
Future Volume (veh/h)	130	270	300	240	250	190	330	670	170	230	1020	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	141	293	110	261	272	65	359	728	59	250	1109	163
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	213	489	213	426	403	95	465	1323	582	285	1234	181
Arrive On Green	0.12	0.14	0.14	0.12	0.14	0.14	0.14	0.38	0.38	0.16	0.40	0.40
Sat Flow, veh/h	1757	3505	1528	3408	2811	659	3408	3505	1541	1757	3060	449
Grp Volume(v), veh/h	141	293	110	261	168	169	359	728	59	250	634	638
Grp Sat Flow(s),veh/h/ln	1757	1752	1528	1704	1752	1718	1704	1752	1541	1757	1752	1757
Q Serve(g_s), s	6.7	6.9	5.9	6.4	8.0	8.2	8.9	14.3	2.2	12.2	29.7	29.9
Cycle Q Clear(g_c), s	6.7	6.9	5.9	6.4	8.0	8.2	8.9	14.3	2.2	12.2	29.7	29.9
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	213	489	213	426	251	246	465	1323	582	285	706	708
V/C Ratio(X)	0.66	0.60	0.52	0.61	0.67	0.69	0.77	0.55	0.10	0.88	0.90	0.90
Avail Cap(c_a), veh/h	350	1332	581	427	523	512	497	1323	582	420	826	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	35.5	35.0	36.4	35.6	35.8	36.6	21.5	17.7	36.0	24.5	24.6
Incr Delay (d2), s/veh	1.3	0.4	0.7	1.9	1.1	1.3	6.0	0.3	0.0	9.8	10.4	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.4	2.5	3.1	3.9	4.0	4.6	6.9	0.9	6.7	16.3	16.5
LnGrp Delay(d),s/veh	38.2	35.9	35.8	38.3	36.8	37.0	42.7	21.8	17.7	45.8	34.9	35.4
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	D
Approach Vol, veh/h		544			598			1146			1522	
Approach Delay, s/veh		36.5			37.5			28.1			36.9	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	17.8	15.4	40.3	14.0	18.1	17.6	38.1				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 11	* 33	* 13	* 41	* 18	26.2	* 21	33.1				
Max Q Clear Time (g_c+I1), s	8.4	8.9	10.9	31.9	8.7	10.2	14.2	16.3				
Green Ext Time (p_c), s	0.1	1.1	0.1	3.5	0.0	1.1	0.1	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			34.3									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	250	20	800	610	110	80	800	480	870	440	160
Future Volume (veh/h)	150	250	20	800	610	110	80	800	480	870	440	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	155	258	19	825	629	0	82	825	0	897	454	51
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	352	26	863	655	557	179	725	324	772	1162	510
Arrive On Green	0.11	0.21	0.21	0.25	0.36	0.00	0.10	0.21	0.00	0.23	0.33	0.33
Sat Flow, veh/h	1757	1695	125	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	155	0	277	825	629	0	82	825	0	897	454	51
Grp Sat Flow(s),veh/h/ln	1757	0	1819	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	12.2	0.0	20.1	33.7	47.1	0.0	6.2	29.2	0.0	32.0	14.0	3.2
Cycle Q Clear(g_c), s	12.2	0.0	20.1	33.7	47.1	0.0	6.2	29.2	0.0	32.0	14.0	3.2
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	0	378	863	655	557	179	725	324	772	1162	510
V/C Ratio(X)	0.83	0.00	0.73	0.96	0.96	0.00	0.46	1.14	0.00	1.16	0.39	0.10
Avail Cap(c_a), veh/h	199	0	429	869	691	587	187	725	324	772	1162	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	0.0	52.2	52.0	44.6	0.0	59.7	56.0	0.0	54.6	36.3	32.6
Incr Delay (d2), s/veh	22.0	0.0	4.4	20.4	23.8	0.0	0.7	78.4	0.0	86.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	10.5	18.3	28.3	0.0	3.1	22.0	0.0	24.3	6.8	1.4
LnGrp Delay(d),s/veh	83.9	0.0	56.6	72.4	68.4	0.0	60.4	134.4	0.0	141.2	36.3	32.7
LnGrp LOS	F		E	E	E		E	F		F	D	C
Approach Vol, veh/h		432			1454			907			1402	
Approach Delay, s/veh		66.4			70.6			127.7			103.3	
Approach LOS		E			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	54.2	17.4	51.6	38.7	33.5	35.0	34.0				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	16.0	52.9	15.0	46.2	36.0	* 33	32.0	29.2				
Max Q Clear Time (g_c+I1), s	14.2	49.1	8.2	16.0	35.7	22.1	34.0	31.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	4.3	0.1	1.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			93.5									
HCM 2010 LOS			F									
Notes												

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	760	130	290	790	190	120	280	220	260	350	230
Future Volume (veh/h)	100	760	130	290	790	190	120	280	220	260	350	230
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	106	809	125	309	840	76	128	298	71	277	372	128
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	880	136	341	1434	627	158	488	114	310	666	226
Arrive On Green	0.08	0.29	0.29	0.19	0.41	0.41	0.09	0.17	0.17	0.18	0.26	0.26
Sat Flow, veh/h	1757	3029	468	1757	3505	1533	1757	2805	657	1757	2561	868
Grp Volume(v), veh/h	106	468	466	309	840	76	128	184	185	277	253	247
Grp Sat Flow(s),veh/h/ln	1757	1752	1744	1757	1752	1533	1757	1752	1709	1757	1752	1677
Q Serve(g_s), s	5.4	23.3	23.3	15.5	16.8	2.8	6.5	8.8	9.0	13.9	11.3	11.6
Cycle Q Clear(g_c), s	5.4	23.3	23.3	15.5	16.8	2.8	6.5	8.8	9.0	13.9	11.3	11.6
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.38	1.00		0.52
Lane Grp Cap(c), veh/h	133	509	507	341	1434	627	158	305	297	310	455	436
V/C Ratio(X)	0.79	0.92	0.92	0.91	0.59	0.12	0.81	0.60	0.62	0.89	0.56	0.57
Avail Cap(c_a), veh/h	214	544	541	350	1434	627	292	643	627	311	662	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	31.0	31.0	35.6	20.7	16.6	40.3	34.4	34.5	36.4	28.9	29.0
Incr Delay (d2), s/veh	4.0	19.5	19.5	24.9	0.4	0.0	3.7	0.9	1.0	25.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	14.1	14.0	9.9	8.1	1.2	3.3	4.3	4.3	9.0	5.5	5.4
LnGrp Delay(d),s/veh	45.0	50.5	50.5	60.4	21.2	16.6	44.0	35.3	35.5	62.0	29.3	29.4
LnGrp LOS	D	D	D	E	C	B	D	D	D	E	C	C
Approach Vol, veh/h		1040			1225			497			777	
Approach Delay, s/veh		49.9			30.8			37.6			41.0	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	20.6	9.9	40.9	11.1	28.4	20.5	30.2				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	16.0	33.1	11.0	35.0	15.0	34.1	18.0	28.0				
Max Q Clear Time (g_c+I1), s	15.9	11.0	7.4	18.8	8.5	13.6	17.5	25.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	6.0	0.0	3.4	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			39.6									
HCM 2010 LOS			D									

APPENDIX G

Roadway Segment LOS Analysis

Appendix G: PM Peak Hour Roadway Level of Service

Functional Classification Codes			PM Peak Hour Volume Threshold				
Roadway Code	Roadway Type	Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
2PA	Principal Arterial	2	-	-	1,280	2,080	2,320
4PA	Principal Arterial	4	-	-	2,450	4,390	4,780
6PA	Principal Arterial	6	-	-	4,100	6,730	7,250
2MA	Minor Arterial	2	-	-	1,090	1,890	2,170
4MA	Minor Arterial	4	-	-	2,270	4,000	4,450
2CO	Collector	2	-	630	920	1,040	1,110
4CO	Collector	4	-	1,370	1,960	2,140	2,280
2LR	Local Road	2	-	-	450	600	660
2MH	Major Highway	2	120	290	790	1,600	2,050
4FW	Freeway	4	2,220	4,020	5,760	7,140	8,020
6FW	Freeway	6	3,400	6,160	8,800	10,820	12,120
8FW	Freeway	8	4,640	8,400	11,900	14,560	16,280
4FW+1Aux	Freeway + Auxiliary Lane	5	2,520	4,560	6,520	8,060	9,045
4FW+2Aux	Freeway + Auxiliary Lane	6	2,820	5,100	7,280	8,980	10,070
6FW+1Aux	Freeway + Auxiliary Lane	7	3,710	6,720	9,580	11,760	13,160
6FW+2Aux	Freeway + Auxiliary Lane	8	4,020	7,280	10,960	12,700	14,200

Appendix G: PM Peak Hour Roadway Level of Service

ID			PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
Roadway	Location																
1	County Road 98	North of W. Kentucky Avenue	409	C+	2PA	460	C+	2PA	460	C+	2PA	460	C+	2PA	470	C+	2PA
2	County Road 98	W. Kentucky Avenue to W. Beamer Street	655	C+	2PA	730	C+	2PA	790	C+	2PA	760	C+	2PA	870	C+	2PA
3	County Road 98	W. Beamer Street to W. Main Street	725	C+	2PA	810	C+	2PA	880	C+	2PA	840	C+	2PA	990	C+	2PA
4	County Road 98	Main Street to W. Cross Street	876	C+	2PA	930	C+	2PA	970	C+	2PA	930	C+	2PA	1,070	C+	2PA
5	County Road 98	W. Cross Street to W. Gibson Road	770	C+	2PA	780	C+	2PA	820	C+	2PA	800	C+	2PA	910	C+	2PA
6	County Road 98	South of W. Gibson Road	569	C+	2PA	570	C+	2PA	600	C+	2PA	600	C+	2PA	650	C+	2PA
7	N. Ashley Avenue	North of W. Kentucky Avenue	103	C+	2CO	110	C+	2CO	170	C+	2CO	170	C+	2CO	180	C+	2CO
8	N. Ashley Avenue	W. Kentucky Avenue to W. Beamer Street	288	C+	2CO	300	C+	2CO	340	C+	2CO	300	C+	2CO	440	C+	2CO
9	Ashley Avenue	W. Court Street to W. Main Street	651	C+	2CO	690	C+	2CO	720	C+	2CO	710	C+	2CO	730	C+	2CO
10	Ashley Avenue	W. Main Street to W. Lincoln Avenue	567	C+	2CO	580	C+	2CO	580	C+	2CO	570	C+	2CO	590	C+	2CO
11	Ashley Avenue	W. Lincoln Avenue to W. Cross Street	469	C+	2CO	480	C+	2CO	480	C+	2CO	480	C+	2CO	500	C+	2CO
12	Ashley Avenue	W. Cross Street to W. Gibson Road	466	C+	2CO	480	C+	2CO	490	C+	2CO	480	C+	2CO	500	C+	2CO
13	Ashley Avenue	W. Gibson Road to W. El Dorado Drive	234	C+	2CO	240	C+	2CO	240	C+	2CO	240	C+	2CO	240	C+	2CO
14	N. Cottonwood Street	W. Kentucky Avenue to W. Beamer Street	372	C+	2CO	380	C+	2CO	390	C+	2CO	390	C+	2CO	480	C+	2CO
15	Cottonwood Street	W. Beamer Street to W. Court Street	595	C+	2CO	610	C+	2CO	600	C+	2CO	600	C+	2CO	660	C+	2CO
16	Cottonwood Street	W. Court Street to W. Main Street	793	C+	2CO	850	C+	2CO	810	C+	2CO	800	C+	2CO	870	C+	2CO
17	Cottonwood Street	W. Main Street to W. Lincoln Avenue	725	C+	2CO	760	C+	2CO	750	C+	2CO	730	C+	2CO	770	C+	2CO
18	Cottonwood Street	W. Lincoln Avenue to W. Cross Street	723	C+	2CO	760	C+	2CO	740	C+	2CO	730	C+	2CO	780	C+	2CO
19	Cottonwood Street	W. Cross Street to W. Gibson Road	629	C+	2CO	660	C+	2CO	630	C+	2CO	630	C+	2CO	670	C+	2CO
20	Cottonwood Street	W. Gibson Road to W. El Dorado Drive	337	C+	2CO	350	C+	2CO	340	C+	2CO	340	C+	2CO	340	C+	2CO
21	California Street	W. Beamer Street to W. Main Street	500	C+	2CO	510	C+	2CO	510	C+	2CO	510	C+	2CO	520	C+	2CO
22	California Street	W. Main Street to W. Cross Street	409	C+	2CO	410	C+	2CO	410	C+	2CO	410	C+	2CO	410	C+	2CO
23	California Street	W. Cross Street to W. Gibson Road	118	C+	2CO	130	C+	2CO	130	C+	2CO	120	C+	2CO	140	C+	2CO
24	N. West Street	North of W. Kentucky Avenue	831	C+	2MA	840	C+	2MA	880	C+	2MA	840	C+	2MA	1,240	D	2MA
25	N. West Street	W. Kentucky Avenue to W. Beamer Street	638	C+	2MA	720	C+	2MA	740	C+	2MA	730	C+	2MA	880	C+	2MA
26	West Street	W. Beamer Street to W. Court Street	821	C+	2MA	880	C+	2MA	900	C+	2MA	880	C+	2MA	990	C+	2MA
27	West Street	W. Court Street to W. Main Street	853	C+	2MA	920	C+	2MA	940	C+	2MA	890	C+	2MA	1,040	C+	2MA
28	West Street	W. Main Street to W. Lincoln Avenue	895	C+	2MA	950	C+	2MA	950	C+	2MA	940	C+	2MA	1,010	C+	2MA
29	West Street	W. Lincoln Avenue to W. Cross Street	851	C+	2MA	920	C+	2MA	910	C+	2MA	880	C+	2MA	1,010	C+	2MA
30	West Street	W. Cross Street to W. Gibson Road	903	C+	2MA	970	C+	2MA	960	C+	2MA	920	C+	2MA	1,060	C+	2MA
31	West Street	South of W. Gibson Road	555	C+	2MA	800	C+	2MA	730	C+	2MA	680	C+	2MA	830	C+	2MA
32	N. College Street	Kentucky Avenue to Beamer Street	305	C+	2CO	340	C+	2CO	370	C+	2CO	340	C+	2CO	460	C+	2CO
33	College Street	Beamer Street to Court Street	375	C+	2CO	380	C+	2CO	420	C+	2CO	390	C+	2CO	480	C+	2CO
34	College Street	Court Street to Main Street	460	C+	2CO	470	C+	2CO	500	C+	2CO	470	C+	2CO	610	C+	2CO
35	College Street	Main Street to Lincoln Avenue	432	C+	2CO	440	C+	2CO	490	C+	2CO	470	C+	2CO	550	C+	2CO
36	College Street	Cross Street to Gibson Road	444	C+	2CO	450	C+	2CO	510	C+	2CO	470	C+	2CO	550	C+	2CO
37	College Street	South of Gibson Road	353	C+	2CO	360	C+	2CO	360	C+	2CO	360	C+	2CO	390	C+	2CO
38	3rd Street	Beamer Street to Main Street	304	C+	2CO	320	C+	2CO	340	C+	2CO	310	C+	2CO	380	C+	2CO
39	3rd Street	Main Street to Cross Street	253	C+	2CO	260	C+	2CO	280	C+	2CO	260	C+	2CO	280	C+	2CO
40	3rd Street	Cross Street to Gibson Road	304	C+	2CO	310	C+	2CO	370	C+	2CO	370	C+	2CO	370	C+	2CO
41	3rd Street	South of Gibson Road	162	C+	2CO	170	C+	2CO	170	C+	2CO	170	C+	2CO	170	C+	2CO
42	N. East Street	North of Kentucky Avenue	802	C+	4MA	1,360	C+	4MA	1,250	C+	4MA	1,200	C+	4MA	1,650	C+	4MA
43	N. East Street	Kentucky Avenue to Beamer Street	591	C+	4MA	880	C+	4MA	870	C+	4MA	750	C+	4MA	1,310	C+	4MA
44	East Street	Court Street to Main Street	1,376	C+	4MA	1,610	C+	4MA	1,670	C+	4MA	1,530	C+	4MA	1,990	C+	4MA
45	East Street	Main Street to Cross Street	1,068	C+	4MA	1,220	C+	4MA	1,370	C+	4MA	1,150	C+	4MA	1,820	C+	4MA
46	East Street	Cross Street to Gum Avenue	1,205	C+	4MA	1,350	C+	4MA	1,530	C+	4MA	1,310	C+	4MA	2,020	C+	4MA
47	East Street	Gum Avenue to E. Gibson Road	742	C+	4MA	810	C+	4MA	980	C+	4MA	790	C+	4MA	1,430	C+	4MA
48	East Street	E. Gibson Road to Lane Drop S. of E. Gibson Road	576	C+	2PA	580	C+	4PA	990	C+	4PA	940	C+	4PA	1,550	C+	4PA
49	East Street	Sports Park Drive to Parkland Avenue	284	C+	2PA	290	C+	2PA	770	C+	2PA	580	C+	2PA	1,050	C+	2PA

Appendix G: PM Peak Hour Roadway Level of Service

ID			PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
Roadway	Location																
50	Matmor Road	E. Main Street to E. Gum Avenue	622	C+	2CO	650	C+	2CO	680	C+	2CO	650	C+	2CO	710	C+	2CO
51	Matmor Road	E. Gum Avenue to E. Gibson Road	503	C+	2CO	560	C+	2CO	550	C+	2CO	520	C+	2CO	560	C+	2CO
52	Matmor Road	E. Gibson Road to Sports Park Drive	447	C+	2CO	510	C+	2CO	590	C+	2CO	480	C+	2CO	670	C+	2CO
53	Industrial Way	Cannery Road to E. Main Street	105	C+	2CO	130	C+	2CO	120	C+	2CO	110	C+	2CO	150	C+	2CO
54	Bourn Drive	E. Gum Avenue to E. Gibson Road	197	C+	2CO	210	C+	2CO	220	C+	2CO	210	C+	2CO	280	C+	2CO
55	County Road 101	South of E. Gibson Road	26	C+	2CO	210	C+	2CO	250	C+	2CO	270	C+	2CO	250	C+	2CO
56	N. Pioneer Avenue	Churchill Downs Avenue to E. Kentucky Avenue	346	C+	2MA	470	C+	2MA	400	C+	2MA	420	C+	2MA	460	C+	2MA
57	N. Pioneer Avenue	E. Kentucky Avenue to E. Beamer Street	466	C+	2MA	680	C+	2MA	650	C+	2MA	650	C+	2MA	800	C+	2MA
58	Pioneer Avenue	E. Beamer Street to E. Main Street	784	C+	4MA	1,260	C+	4MA	1,180	C+	4MA	1,220	C+	4MA	1,520	C+	4MA
59	Pioneer Avenue	E. Main Street to E. Gum Avenue	946	C+	4MA	1,510	C+	4MA	1,390	C+	4MA	1,340	C+	4MA	1,580	C+	4MA
60	Pioneer Avenue	E. Gum Avenue to E. Gibson Road	947	C+	4MA	1,760	C+	4MA	1,600	C+	4MA	1,590	C+	4MA	1,720	C+	4MA
61	Pioneer Avenue	E. Gibson Road to Farmers Central Road	431	C+	2MA	1,460	C+	4MA	1,910	C+	4MA	1,990	C+	4MA	1,660	C+	4MA
62	Ogden Street	Branigan Avenue to E. Gibson Road	231	C+	2CO	240	C+	2CO	280	C+	2CO	260	C+	2CO	240	C+	2CO
63	Miekle Avenue	Farmers Central Road to E. Heritage Parkway	118	C+	2CO	190	C+	2CO	140	C+	2CO	140	C+	2CO	140	C+	2CO
64	County Road 102	North of E. Kentucky Avenue	470	C+	2PA	540	C+	2PA	600	C+	2PA	620	C+	2PA	820	C+	2PA
65	County Road 102	E. Kentucky Avenue to E. Beamer Street	518	C+	2PA	730	C+	2PA	970	C+	4PA	1,010	C+	4PA	1,710	C+	4PA
66	County Road 102	E. Beamer Street to E. Main Street	870	C+	2PA	1,120	C+	2PA	1,720	C+	4PA	1,800	C+	4PA	2,490	D	4PA
67	County Road 102	E. Main Street to I-5 Northbound Ramps	1,361	C+	4PA	1,890	C+	4PA	2,370	C+	4PA	2,360	C+	4PA	3,020	D	4PA
68	County Road 102	I-5 Northbound Ramps to I-5 SB Ramps	1,776	C+	4PA	2,080	C+	4PA	2,310	C+	4PA	2,240	C+	4PA	2,700	D	4PA
69	County Road 102	I-5 Southbound Ramps to Maxwell Avenue	2,136	C+	4PA	2,720	D	4PA	2,720	D	4PA	2,640	D	4PA	2,980	D	4PA
70	County Road 102	Maxwell Avenue to E. Gibson Road	1,751	C+	4PA	2,370	C+	4PA	2,590	D	4PA	2,860	D	4PA	2,940	D	4PA
71	County Road 102	E. Gibson Road to Farmers Central Road	1,030	C+	2PA	1,820	C+	4PA	1,740	D	2PA	1,850	D	2PA	2,690	D	4PA
72	County Road 102	Farmers Central Road to E. Heritage Parkway	740	C+	2PA	1,210	C+	4PA	1,130	C+	2PA	1,190	C+	2PA	1,340	D	2PA
73	County Road 102	South of E. Heritage Parkway	912	C+	2PA	1,040	C+	2PA	1,110	C+	2PA	1,150	C+	2PA	1,520	D	2PA
74	W. Kentucky Avenue	County Road 98 to N. Ashley Avenue	396	C+	2MA	440	C+	2MA	480	C+	2MA	470	C+	2MA	510	C+	2MA
75	W. Kentucky Avenue	N. Ashley Avenue to N. Cottonwood Street	607	C+	2MA	670	C+	2MA	790	C+	2MA	710	C+	2MA	890	C+	2MA
76	W. Kentucky Avenue	N. Cottonwood Street to N. West Street	853	C+	2MA	940	C+	2MA	1,070	C+	2MA	1,000	C+	2MA	1,210	D	2MA
77	Kentucky Avenue	N. West Street to N. College Street	844	C+	2MA	1,140	D	2MA	1,180	D	2MA	1,180	D	2MA	1,280	D	2MA
78	Kentucky Avenue	N. College Street to N. East Street	940	C+	2MA	1,340	C+	4MA	1,380	C+	4MA	1,330	C+	4MA	1,760	C+	4MA
79	E. Kentucky Avenue	N. East Street to N. Pioneer Avenue	469	C+	2MA	650	C+	2MA	750	C+	2MA	720	C+	2MA	1,080	C+	2MA
80	E. Kentucky Avenue	N. Pioneer Avenue to County Road 102	243	C+	2MA	450	C+	2MA	700	C+	2MA	690	C+	2MA	1,100	D	2MA
81	W. Woodland Avenue	SR 16 to N. Cottonwood Street	145	C+	2CO	150	C+	2CO	170	C+	2CO	150	C+	2CO	200	C+	2CO
82	W. Woodland Avenue	N. Cottonwood Street to N. West Street	290	C+	2CO	310	C+	2CO	320	C+	2CO	320	C+	2CO	340	C+	2CO
83	W. Beamer Street	County Road 98 to N. Ashley Avenue	191	C+	2MA	210	C+	2MA	220	C+	2MA	220	C+	2MA	230	C+	2MA
84	W. Beamer Street	N. Cottonwood Street to N. West Street	586	C+	2MA	600	C+	2MA	630	C+	2MA	610	C+	2MA	670	C+	2MA
85	Beamer Street	N. West Street to N. College Street	752	C+	2MA	790	C+	2MA	860	C+	2MA	830	C+	2MA	940	C+	2MA
86	Beamer Street	N. College Street to N. East Street	703	C+	2MA	740	C+	2MA	830	C+	2MA	780	C+	2MA	1,000	C+	2MA
87	E. Beamer Street	N. East Street to N. Pioneer Avenue	589	C+	2MA	750	C+	2MA	730	C+	2MA	720	C+	2MA	940	C+	2MA
88	E. Beamer Street	N. Pioneer Avenue to County Road 102	357	C+	2MA	470	C+	2MA	650	C+	2MA	650	C+	2MA	920	C+	2MA
89	W. Court Street	Ashley Avenue to Cottonwood Street	486	C+	2MA	490	C+	2MA	490	C+	2MA	490	C+	2MA	520	C+	2MA
90	W. Court Street	Cottonwood Street to West Street	929	C+	4MA	970	C+	4MA	950	C+	4MA	930	C+	4MA	980	C+	4MA
91	Court Street	West Street to College Street	937	C+	2MA	960	C+	2MA	960	C+	2MA	950	C+	2MA	980	C+	2MA
92	Court Street	College Street to East Street	648	C+	2MA	680	C+	2MA	700	C+	2MA	660	C+	2MA	770	C+	2MA
93	North Street	3rd Street to East Street	236	C+	2CO	250	C+	2CO	250	C+	2CO	240	C+	2CO	280	C+	2CO
94	Lemen Avenue	East Street to Matmor Road	192	C+	2CO	200	C+	2CO	210	C+	2CO	200	C+	2CO	240	C+	2CO
95	Cannery Road	Matmor Road to Industrial Way	105	C+	2CO	130	C+	2CO	120	C+	2CO	110	C+	2CO	150	C+	2CO
96	W. Main Street	County Road 98 to Ashley Avenue	928	C+	4MA	1,050	C+	4MA	1,070	C+	4MA	1,020	C+	4MA	1,060	C+	4MA
97	W. Main Street	Ashley Avenue to Cottonwood Street	1,086	C+	4MA	1,170	C+	4MA	1,200	C+	4MA	1,150	C+	4MA	1,240	C+	4MA
98	W. Main Street	Cottonwood Street to West Street	1,203	C+	4MA	1,250	C+	4MA	1,230	C+	4MA	1,210	C+	4MA	1,300	C+	4MA

Appendix G: PM Peak Hour Roadway Level of Service

ID			PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
Roadway	Location																
99	Main Street	West Street to Walnut Street	1,173	C+	4MA	1,180	C+	4MA	1,190	C+	4MA	1,180	C+	4MA	1,270	C+	4MA
100	Main Street	Walnut Street to College Street	1,228	D	2MA	1,240	D	2MA	1,300	D	2MA	1,230	D	2MA	1,410	D	2MA
101	Main Street	College Street to 3rd Street	1,133	D	2MA	1,140	D	2MA	1,140	D	2MA	1,140	D	2MA	1,190	D	2MA
102	Main Street	3rd Street to East Street	1,321	D	2MA	1,380	D	2MA	1,380	D	2MA	1,360	D	2MA	1,440	D	2MA
103	E. Main Street	East Street to Matmor Road	1,956	C+	4PA	2,100	C+	4PA	2,200	C+	4PA	2,080	C+	4PA	2,340	C+	4PA
104	E. Main Street	Matmor Road to Industrial Way	2,046	C+	4PA	2,270	C+	4PA	2,330	C+	4PA	2,220	C+	4PA	2,500	D	4PA
105	E. Main Street	SR 113 Southbound Ramps to SR 113 NB Ramps	2,130	C+	4PA	2,180	C+	4PA	2,230	C+	4PA	2,190	C+	4PA	2,420	C+	4PA
106	E. Main Street	SR 113 Northbound Ramps to Pioneer Avenue	2,537	D	4PA	2,840	D	4PA	2,950	D	4PA	2,960	D	4PA	3,300	D	4PA
107	E. Main Street	Pioneer Avenue to I-5 NB Ramps	1,140	C+	4PA	1,150	C+	4PA	1,160	C+	4PA	1,200	C+	4PA	1,550	C+	4PA
108	E. Main Street	I-5 Northbound Ramps to County Road 102	674	C+	4PA	790	C+	4PA	910	C+	4PA	1,020	C+	4PA	1,400	C+	4PA
109	E. Main Street	County Road 102 to Freeway Drive	527	C+	4MA	880	C+	4MA	880	C+	4MA	880	C+	4MA	1,300	C+	4MA
110	W. Lincoln Avenue	County Road 98 to Ashley Avenue	202	C+	2CO	210	C+	2CO	210	C+	2CO	210	C+	2CO	210	C+	2CO
111	W. Lincoln Avenue	Ashley Avenue to Cottonwood Street	264	C+	2CO	270	C+	2CO	270	C+	2CO	270	C+	2CO	270	C+	2CO
112	W. Lincoln Avenue	Cottonwood Street to West Street	427	C+	2CO	440	C+	2CO	440	C+	2CO	430	C+	2CO	450	C+	2CO
113	Lincoln Avenue	West Street to 3rd Street	440	C+	2CO	460	C+	2CO	490	C+	2CO	460	C+	2CO	500	C+	2CO
114	W. Cross Street	County Road 98 to Cottonwood Street	295	C+	2CO	300	C+	2CO	310	C+	2CO	310	C+	2CO	320	C+	2CO
115	W. Cross Street	Cottonwood Street to West Street	578	C+	2CO	580	C+	2CO	590	C+	2CO	590	C+	2CO	600	C+	2CO
116	Cross Street	West Street to College Street	452	C+	2CO	460	C+	2CO	470	C+	2CO	470	C+	2CO	480	C+	2CO
117	Cross Street	College Street to East Street	492	C+	2CO	500	C+	2CO	530	C+	2CO	500	C+	2CO	520	C+	2CO
118	E. Gum Avenue	4th Street to East Street	321	C+	2CO	390	C+	2CO	350	C+	2CO	330	C+	2CO	430	C+	2CO
119	E. Gum Avenue	East Street to Matmor Road	714	C+	2CO	780	C+	2CO	770	C+	2CO	760	C+	2CO	870	C+	2CO
120	E. Gum Avenue	Matmor Road to Bourn Drive	824	C+	2CO	870	C+	2CO	830	C+	2CO	850	C+	2CO	1,030	D	2CO
121	E. Gum Avenue	Bourn Drive to Pioneer Avenue	908	C+	2CO	1,060	E	2CO	1,010	D	2CO	1,080	E	2CO	1,200	F	2CO
122	Farnham Avenue	Pioneer Avenue to E. Gum Avenue	301	C+	2CO	320	C+	2CO	350	C+	2CO	350	C+	2CO	410	C+	2CO
123	E. Gum Avenue	Pioneer Avenue to Farnham Avenue	575	C+	2CO	730	C+	2CO	620	C+	2CO	730	C+	2CO	830	C+	2CO
124	Farnham Avenue	E. Gum Avenue to Maxwell Avenue	410	C+	2CO	490	C+	2CO	470	C+	2CO	560	C+	2CO	700	C+	2CO
125	Maxwell Avenue	Farnham Avenue to County Road 102	566	C+	2CO	670	C+	2CO	660	C+	2CO	810	C+	2CO	1,060	E	2CO
126	Maxwell Avenue	East of County Road 102	1,074	C+	4MA	1,570	C+	4MA	1,870	C+	4MA	2,410	D	4MA	3,130	D	4MA
127	Farnham Avenue	Maxwell Avenue to Branigan Avenue	301	C+	2CO	310	C+	2CO	310	C+	2CO	310	C+	2CO	330	C+	2CO
128	Branigan Avenue	Pioneer Avenue to Farnham Avenue	401	C+	2CO	410	C+	2CO	410	C+	2CO	410	C+	2CO	430	C+	2CO
129	W. Gibson Road	County Road 98 to Ashley Avenue	508	C+	2MA	590	C+	2MA	590	C+	2MA	550	C+	2MA	590	C+	2MA
130	W. Gibson Road	Ashley Avenue to Cottonwood Street	720	C+	2MA	800	C+	2MA	790	C+	2MA	750	C+	2MA	810	C+	2MA
131	W. Gibson Road	Cottonwood Street to West Street	1,167	C+	4MA	1,340	C+	4MA	1,280	C+	4MA	1,240	C+	4MA	1,380	C+	4MA
132	Gibson Road	West Street to College Street	1,387	C+	4MA	1,420	C+	4MA	1,390	C+	4MA	1,390	C+	4MA	1,510	C+	4MA
133	Gibson Road	College Avenue to Coloma Way	1,561	C+	4MA	1,570	C+	4MA	1,570	C+	4MA	1,570	C+	4MA	1,640	C+	4MA
134	Gibson Road	Coloma Way to East Street	1,946	C+	4MA	1,990	C+	4MA	1,950	C+	4MA	2,050	C+	4MA	2,120	C+	4MA
135	E. Gibson Road	East Street to Matmor Road	2,029	C+	4PA	2,370	C+	4PA	2,130	C+	4PA	2,100	C+	4PA	2,600	D	4PA
136	E. Gibson Road	Matmore Road to SR 113 SB Ramps	1,902	C+	4PA	2,420	C+	4PA	2,260	C+	4PA	2,240	C+	4PA	2,680	D	4PA
137	E. Gibson Road	SR 113 SB Ramps to SR 113 NB Ramps	2,054	C+	4PA	2,270	C+	4PA	2,210	C+	4PA	2,330	C+	4PA	2,740	D	4PA
138	E. Gibson Road	SR 113 NB Ramps to Bourn Drive	2,083	C+	4PA	2,290	C+	4PA	2,180	C+	4PA	2,440	C+	4PA	2,670	D	4PA
139	E. Gibson Road	Bourn Drive to Pioneer Avenue	2,133	C+	4PA	2,170	C+	4PA	2,140	C+	4PA	2,270	C+	4PA	2,560	D	4PA
140	E. Gibson Road	Pioneer Avenue to County Road 102	1,352	C+	4PA	1,420	C+	4PA	1,640	C+	4PA	1,910	C+	4PA	2,110	C+	4PA
141	El Dorado Drive	County Road 98 to West Street	134	C+	2CO	150	C+	2CO	150	C+	2CO	150	C+	2CO	150	C+	2CO
142	El Dorado Drive	West Street to College Street	269	C+	2CO	300	C+	2CO	310	C+	2CO	280	C+	2CO	340	C+	2CO
143	Farmers Central Road	Pioneer Avenue to Mickle Avenue	230	C+	2CO	550	C+	2CO	640	C+	2CO	670	C+	2CO	940	D	2CO
144	Farmers Central Road	Mickle Avenue to County Road 102	182	C+	2CO	430	C+	2CO	600	C+	2CO	620	C+	2CO	1,030	D	2CO
145	E. Heritage Parkway	Parkland Avenue to Mickle Avenue	101	C+	2PA	240	C+	2PA	140	C+	2PA	140	C+	2PA	200	C+	2PA
146	E. Heritage Parkway	Mickle Avenue to County Road 102	150	C+	2PA	380	C+	2PA	280	C+	2PA	280	C+	2PA	420	C+	2PA
147	I-5 Mainline	County Road 98 to West Street	3,100	C+	4FW	4,390	C+	4FW	4,420	C+	4FW	4,390	C+	4FW	4,430	C+	4FW

Appendix G: PM Peak Hour Roadway Level of Service

ID			PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
148	I-5 Mainline	West Street to East Street	3,400	C+	4FW	4,470	C+	4FW	4,630	C+	4FW	4,530	C+	4FW	5,220	C+	4FW
149	I-5 Mainline	East Street to SR 113	3,000	C+	4FW+1Aux	4,280	C+	4FW+1Aux	4,350	C+	4FW+1Aux	4,320	C+	4FW+1Aux	5,240	C+	4FW+1Aux
150	I-5 Mainline	SR 113 to E. Main Street	2,475	C+	4FW	3,440	C+	4FW	3,410	C+	4FW	3,430	C+	4FW	4,030	C+	4FW
151	I-5 Mainline	E. Main Street to County Road 102	4,000	C+	4FW	5,750	C+	4FW	5,760	C+	4FW	5,640	C+	4FW	6,480	D	4FW
152	I-5 Mainline	East of County Road 102	4,650	C+	4FW	6,390	D	4FW	6,400	D	4FW	5,720	C+	4FW	6,280	D	4FW
153	SR 113	I-5 to E. Main Street	2,476	C+	4FW	2,790	C+	4FW	2,890	C+	4FW	2,850	C+	4FW	3,170	C+	4FW
154	SR 113	E. Main Street to E. Gibson Road	1,650	C+	4FW+2Aux	2,810	C+	4FW+2Aux	3,280	C+	4FW+2Aux	3,110	C+	4FW+2Aux	3,940	C+	4FW+2Aux
155	SR 113	South of E. Gibson Road	1,950	C+	4FW	2,550	C+	4FW	3,040	C+	4FW	2,940	C+	4FW	3,920	C+	4FW
156	SR 16	West of County Road 98	1,050	D	2MH	1,260	D	2MH	1,290	D	2MH	1,250	D	2MH	1,240	D	2MH
157	County Road 24	County Road 102 to East of County Road 102	-	-	-	50	C+	2CO	300	C+	2CO	400	C+	2CO	750	C+	2CO
158	Bronze Star Drive	County Road 102 to County Road 103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
159	County Road 103	County Road 22 to I-5 WB Ramps	-	-	-	-	-	-	-	-	-	570	C+	4PA	710	C+	4PA
160	County Road 103	I-5 WB Ramps to I-5 EB Ramps	-	-	-	-	-	-	-	-	-	990	C+	4PA	1,470	C+	4PA
161	County Road 103	I-5 EB Ramps to Bronze Star Drive	-	-	-	-	-	-	-	-	-	1,330	C+	4PA	2,100	C+	4PA
162	County Road 103	Bronze Star Drive to County Road 25	-	-	-	-	-	-	-	-	-	10	C+	2MA	670	C+	2MA
163	County Road 25A	Harry Lorenzo Avenue to Co. Road 102	-	-	-	250	C+	2MA	460	C+	2MA	460	C+	2MA	580	C+	2MA
164	New N-S Road	Parkland Avenue to County Road 25A	-	-	-	40	C+	2CO	430	C+	2CO	410	C+	2CO	510	C+	2CO
165	Farmers Central Road	Pioneer Avenue to Harry Lorenzo Avenue	-	-	-	110	C+	2CO	140	C+	2CO	150	C+	2CO	140	C+	2CO
166	Parkland Avenue	Pioneer Avenue to Harry Lorenzo Avenue	-	-	-	80	C+	2PA	470	C+	2PA	390	C+	4PA	730	C+	4PA
167	Parkland Avenue	Harry Lorenzo Avenue to Matmor Drive	-	-	-	100	C+	2PA	490	C+	2PA	390	C+	2PA	770	C+	2PA
168	Parkland Avenue	Matmor Drive to East Street	-	-	-	100	C+	2PA	460	C+	2PA	-	-	-	760	C+	2PA
169	Matmor Road	Sports Park Drive to Unnamed Road	-	-	-	20	C+	2MA	40	C+	2MA	-	-	-	100	C+	2MA
170	Pioneer Avenue/Parkland A	Farmers Central Road to E. Heritage Parkway	123	C+	2MA	800	C+	4MA	1,210	C+	4MA	1,270	C+	4MA	1,410	C+	4MA
171	Parkland Avenue	Marston Dr to County Road 25A	-	-	-	480	C+	2MA	570	C+	2MA	570	C+	2MA	620	C+	2MA
172	Sports Park Drive	College Street to East Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
173	Sports Park Drive	East Street to Matmor Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
174	I-5 NB Ramp	I-5 NB to SR 113	-	-	-	710	C+	2PA	780	C+	2PA	680	C+	2PA	890	C+	2PA
175	I-5 NB Ramp	I-5 NB Off Ramp to County Road 103	-	-	-	-	-	-	-	-	-	530	C+	2PA	610	C+	2PA
176	I-5 NB Ramp	I-5 NB On Ramp to County Road 103	-	-	-	-	-	-	-	-	-	170	C+	2PA	440	C+	2PA
177	I-5 SB Ramp	I-5 SB Off Ramp to County Road 103	-	-	-	-	-	-	-	-	-	120	C+	2PA	230	C+	2PA
178	I-5 SB Ramp	I-5 SB On Ramp to County Road 103	-	-	-	-	-	-	-	-	-	630	C+	2PA	800	C+	2PA
179	East Street	Parkland Avenue to Unnamed Road	284	C+	2PA	290	C+	2PA	430	C+	2PA	550	C+	2PA	650	C+	2PA
180	East Street	Unnamed Road to County Road 25A	284	C+	2PA	290	C+	2PA	530	C+	2PA	560	C+	2PA	870	C+	2PA
181	County Road 25A	East Street to I-5 SB Ramps	496	C+	2MA	500	C+	2MA	940	C+	4MA	940	C+	4MA	1,350	C+	4MA
182	County Road 25A	I-5 SB Ramps to I-5 NB Ramps	362	C+	2MA	420	C+	2MA	1,340	C+	4MA	1,420	C+	4MA	1,710	C+	4MA
183	County Road 25A	I-5 NB Ramps to Unnamed Road	43	C+	2MA	630	C+	2MA	1,550	C+	4MA	1,660	C+	4MA	1,680	C+	4MA
184	County Road 25A	Co. Rd. 101 to Harry Lorenzo Ave	43	C+	2MA	590	C+	2MA	770	C+	2MA	810	C+	2MA	850	C+	2MA
185	New N-S Road	South of Maxwell Avenue	-	-	-	-	-	-	-	-	-	180	C+	2CO	810	C+	2CO
186	New E-W Road	East of County Road 102	-	-	-	-	-	-	-	-	-	-	-	480	C+	2CO	
187	E. Heritage Parkway	East of County Road 102	10	C+	2CO	20	C+	2CO	20	C+	2CO	20	C+	2CO	360	C+	2CO
188	New E-W Road	East of East Street	-	-	-	-	-	-	10	C+	2CO	-	-	-	30	C+	2CO
189	W. Beamer Street	Ashley Avenue to Cottonwood Street	353	C+	2MA	370	C+	2MA	390	C+	2MA	380	C+	2MA	420	C+	2MA
190	Ashley Avenue	W. Beamer Street to W. Court Street	422	C+	2CO	450	C+	2CO	490	C+	2CO	460	C+	2CO	730	C+	2CO
191	College Street	Lincoln Avenue to Cross Street	475	C+	2CO	480	C+	2CO	550	C+	2CO	520	C+	2CO	590	C+	2CO
192	Lincoln Avenue	Third Street to East of Sixth Street	314	C+	2CO	330	C+	2CO	410	C+	2CO	360	C+	2CO	390	C+	2CO
193	East Street	Beamer Street to Court Street	755	C+	4MA	1,010	C+	4MA	1,140	C+	4MA	950	C+	4MA	1,610	C+	4MA
194	New E-W Road	Nevada Avenue to West Street	-	-	-	-	-	-	-	-	-	-	-	10	C+	2CO	
195	Cherry Lane	County Road 98 to N. Ashley Avenue	-	-	-	-	-	-	-	-	-	-	-	40	C+	2CO	
196	Cherry Lane	N. Ashley Avenue to N. Cottonwood Street	-	-	-	-	-	-	-	-	-	-	-	130	C+	2CO	

Appendix G: PM Peak Hour Roadway Level of Service

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
197	Cherry Lane	N. Cottonwood Street to Nevada Avenue	-	-	-	-	-	-	-	-	-	-	-	-	150	C+	2CO
198	Cherry Lane	Nevada Avenue to West Street	-	-	-	-	-	-	-	-	-	-	-	-	300	C+	2CO
199	Cherry Lane	West Street to College Street	-	-	-	-	-	-	-	-	-	-	-	-	100	C+	2CO
200	Nevada Avenue	New E-W Road to Cherry Lane	-	-	-	-	-	-	-	-	-	-	-	-	160	C+	2CO
201	N. Cottonwood Street	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	30	C+	2CO
202	Nevada Avenue	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	200	C+	2CO
203	N. College Street	Cherry Lane to W. Kentucky Avenue	-	-	-	-	-	-	-	-	-	-	-	-	70	C+	2CO
204	Pioneer Avenue	Harry Lorenzo Avenue to Matmor Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
206	E. Main Street	Freeway Drive to City Limit	405	C+	2MA	430	C+	2MA	640	C+	2MA	790	C+	2MA	990	C+	2MA
207	El Dorado Drive	College Street to Coloma Way	185	C+	2CO	190	C+	2CO	190	C+	2CO	190	C+	2CO	190	C+	2CO
208	Matmor Road	E. Beamer Street to Lemen Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
209	Marston Road	New E-W Road to Harry Lorenzo Avenue	-	-	-	80	C+	2CO	630	C+	2CO	590	C+	2CO	670	C+	2CO
210	Marston Road	West of Meikle Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
211	Meikle Avenue	E. Heritage Parkway to Marston Road	32	C+	2CO	170	C+	2CO	150	C+	2CO	160	C+	2CO	200	C+	2CO
212	Meikle Avenue	Marston Road to County Road 25A	-	-	-	80	C+	2CO	50	C+	2CO	50	C+	2CO	40	C+	2CO
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
215	E. Main Street	City Limit to County Road 103 Interchange	32	C+	2MA	270	C+	2MA	270	C+	2MA	640	C+	2MA	780	C+	2MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA
217	Parkland Avenue	E. Heritage Parkway to Marston Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Appendix G: PM Peak Hour Roadway Level of Service - Worse Than Existing

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
24	N. West Street	North of W. Kentucky Avenue	831	C+	2MA	840	C+	2MA	880	C+	2MA	840	C+	2MA	1,240	D	2MA
66	County Road 102	E. Beamer Street to E. Main Street	870	C+	2PA	1,120	C+	2PA	1,720	C+	4PA	1,800	C+	4PA	2,490	D	4PA
67	County Road 102	E. Main Street to I-5 Northbound Ramps	1,361	C+	4PA	1,890	C+	4PA	2,370	C+	4PA	2,360	C+	4PA	3,020	D	4PA
68	County Road 102	I-5 Northbound Ramps to I-5 SB Ramps	1,776	C+	4PA	2,080	C+	4PA	2,310	C+	4PA	2,240	C+	4PA	2,700	D	4PA
69	County Road 102	I-5 Southbound Ramps to Maxwell Avenue	2,136	C+	4PA	2,720	D	4PA	2,720	D	4PA	2,640	D	4PA	2,980	D	4PA
70	County Road 102	Maxwell Avenue to E. Gibson Road	1,751	C+	4PA	2,370	C+	4PA	2,590	D	4PA	2,860	D	4PA	2,940	D	4PA
71	County Road 102	E. Gibson Road to Farmers Central Road	1,030	C+	2PA	1,820	C+	4PA	1,740	D	2PA	1,850	D	2PA	2,690	D	4PA
72	County Road 102	Farmers Central Road to E. Heritage Parkway	740	C+	2PA	1,210	C+	4PA	1,130	C+	2PA	1,190	C+	2PA	1,340	D	2PA
73	County Road 102	South of E. Heritage Parkway	912	C+	2PA	1,040	C+	2PA	1,110	C+	2PA	1,150	C+	2PA	1,520	D	2PA
76	W. Kentucky Avenue	N. Cottonwood Street to N. West Street	853	C+	2MA	940	C+	2MA	1,070	C+	2MA	1,000	C+	2MA	1,210	D	2MA
77	Kentucky Avenue	N. West Street to N. College Street	844	C+	2MA	1,140	D	2MA	1,180	D	2MA	1,180	D	2MA	1,280	D	2MA
80	E. Kentucky Avenue	N. Pioneer Avenue to County Road 102	243	C+	2MA	450	C+	2MA	700	C+	2MA	690	C+	2MA	1,100	D	2MA
104	E. Main Street	Matmor Road to Industrial Way	2,046	C+	4PA	2,270	C+	4PA	2,330	C+	4PA	2,220	C+	4PA	2,500	D	4PA
120	E. Gum Avenue	Matmor Road to Bourn Drive	824	C+	2CO	870	C+	2CO	830	C+	2CO	850	C+	2CO	1,030	D	2CO
121	E. Gum Avenue	Bourn Drive to Pioneer Avenue	908	C+	2CO	1,060	E	2CO	1,010	D	2CO	1,080	E	2CO	1,200	F	2CO
125	Maxwell Avenue	Farnham Avenue to County Road 102	566	C+	2CO	670	C+	2CO	660	C+	2CO	810	C+	2CO	1,060	E	2CO
126	Maxwell Avenue	East of County Road 102	1,074	C+	4MA	1,570	C+	4MA	1,870	C+	4MA	2,410	D	4MA	3,130	D	4MA
135	E. Gibson Road	East Street to Matmor Road	2,029	C+	4PA	2,370	C+	4PA	2,130	C+	4PA	2,100	C+	4PA	2,600	D	4PA
136	E. Gibson Road	Matmore Road to SR 113 Southbound Ramps	1,902	C+	4PA	2,420	C+	4PA	2,260	C+	4PA	2,240	C+	4PA	2,680	D	4PA
137	E. Gibson Road	SR 113 Southbound Ramps to SR 113 NB Ramps	2,054	C+	4PA	2,270	C+	4PA	2,210	C+	4PA	2,330	C+	4PA	2,740	D	4PA
138	E. Gibson Road	SR 113 Northbound Ramps to Bourn Drive	2,083	C+	4PA	2,290	C+	4PA	2,180	C+	4PA	2,440	C+	4PA	2,670	D	4PA
139	E. Gibson Road	Bourn Drive to Pioneer Avenue	2,133	C+	4PA	2,170	C+	4PA	2,140	C+	4PA	2,270	C+	4PA	2,560	D	4PA
143	Farmers Central Road	Pioneer Avenue to Mickle Avenue	230	C+	2CO	550	C+	2CO	640	C+	2CO	670	C+	2CO	940	D	2CO
144	Farmers Central Road	Mickle Avenue to County Road 102	182	C+	2CO	430	C+	2CO	600	C+	2CO	620	C+	2CO	1,030	D	2CO
151	I-5 Mainline	E. Main Street to County Road 102	4,000	C+	4FW	5,750	C+	4FW	5,760	C+	4FW	5,640	C+	4FW	6,480	D	4FW
152	I-5 Mainline	East of County Road 102	4,650	C+	4FW	6,390	D	4FW	6,400	D	4FW	5,720	C+	4FW	6,280	D	4FW
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Appendix G: PM Peak Hour Roadway Level of Service - Worse Than No Project

ID	Roadway	Location	PM Peak Hour Results														
			2013 Baseline			2035 No Project			2035 South Alternative			2035 East Alternative			2050 Full Buildout		
			Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification	Volume	LOS	Classification
24	N. West Street	North of W. Kentucky Avenue	831	C+	2MA	840	C+	2MA	880	C+	2MA	840	C+	2MA	1,240	D	2MA
66	County Road 102	E. Beamer Street to E. Main Street	870	C+	2PA	1,120	C+	2PA	1,720	C+	4PA	1,800	C+	4PA	2,490	D	4PA
67	County Road 102	E. Main Street to I-5 Northbound Ramps	1,361	C+	4PA	1,890	C+	4PA	2,370	C+	4PA	2,360	C+	4PA	3,020	D	4PA
68	County Road 102	I-5 Northbound Ramps to I-5 SB Ramps	1,776	C+	4PA	2,080	C+	4PA	2,310	C+	4PA	2,240	C+	4PA	2,700	D	4PA
70	County Road 102	Maxwell Avenue to E. Gibson Road	1,751	C+	4PA	2,370	C+	4PA	2,590	D	4PA	2,860	D	4PA	2,940	D	4PA
71	County Road 102	E. Gibson Road to Farmers Central Road	1,030	C+	2PA	1,820	C+	4PA	1,740	D	2PA	1,850	D	2PA	2,690	D	4PA
72	County Road 102	Farmers Central Road to E. Heritage Parkway	740	C+	2PA	1,210	C+	4PA	1,130	C+	2PA	1,190	C+	2PA	1,340	D	2PA
73	County Road 102	South of E. Heritage Parkway	912	C+	2PA	1,040	C+	2PA	1,110	C+	2PA	1,150	C+	2PA	1,520	D	2PA
76	W. Kentucky Avenue	N. Cottonwood Street to N. West Street	853	C+	2MA	940	C+	2MA	1,070	C+	2MA	1,000	C+	2MA	1,210	D	2MA
80	E. Kentucky Avenue	N. Pioneer Avenue to County Road 102	243	C+	2MA	450	C+	2MA	700	C+	2MA	690	C+	2MA	1,100	D	2MA
104	E. Main Street	Matmor Road to Industrial Way	2,046	C+	4PA	2,270	C+	4PA	2,330	C+	4PA	2,220	C+	4PA	2,500	D	4PA
120	E. Gum Avenue	Matmor Road to Bourn Drive	824	C+	2CO	870	C+	2CO	830	C+	2CO	850	C+	2CO	1,030	D	2CO
121	E. Gum Avenue	Bourn Drive to Pioneer Avenue	908	C+	2CO	1,060	E	2CO	1,010	D	2CO	1,080	E	2CO	1,200	F	2CO
125	Maxwell Avenue	Farnham Avenue to County Road 102	566	C+	2CO	670	C+	2CO	660	C+	2CO	810	C+	2CO	1,060	E	2CO
126	Maxwell Avenue	East of County Road 102	1,074	C+	4MA	1,570	C+	4MA	1,870	C+	4MA	2,410	D	4MA	3,130	D	4MA
135	E. Gibson Road	East Street to Matmor Road	2,029	C+	4PA	2,370	C+	4PA	2,130	C+	4PA	2,100	C+	4PA	2,600	D	4PA
136	E. Gibson Road	Matmore Road to SR 113 Southbound Ramps	1,902	C+	4PA	2,420	C+	4PA	2,260	C+	4PA	2,240	C+	4PA	2,680	D	4PA
137	E. Gibson Road	SR 113 Southbound Ramps to SR 113 NB Ramps	2,054	C+	4PA	2,270	C+	4PA	2,210	C+	4PA	2,330	C+	4PA	2,740	D	4PA
138	E. Gibson Road	SR 113 Northbound Ramps to Bourn Drive	2,083	C+	4PA	2,290	C+	4PA	2,180	C+	4PA	2,440	C+	4PA	2,670	D	4PA
139	E. Gibson Road	Bourn Drive to Pioneer Avenue	2,133	C+	4PA	2,170	C+	4PA	2,140	C+	4PA	2,270	C+	4PA	2,560	D	4PA
143	Farmers Central Road	Pioneer Avenue to Mickle Avenue	230	C+	2CO	550	C+	2CO	640	C+	2CO	670	C+	2CO	940	D	2CO
144	Farmers Central Road	Mickle Avenue to County Road 102	182	C+	2CO	430	C+	2CO	600	C+	2CO	620	C+	2CO	1,030	D	2CO
151	I-5 Mainline	E. Main Street to County Road 102	4,000	C+	4FW	5,750	C+	4FW	5,760	C+	4FW	5,640	C+	4FW	6,480	D	4FW
205	East Street	Lane Drop S. of E. Gibson Road to Sports Park Drive	573	C+	2PA	580	C+	2PA	930	C+	2PA	1,620	D	2PA	1,320	D	2PA
213	Maxwell Avenue	East of Bronze Star Drive	-	-	-	10	C+	2MA	600	C+	2MA	1,740	C+	4MA	2,510	D	4MA
214	Maxwell Avenue	South of Bronze Star Drive	917	C+	2MA	920	C+	2MA	1,500	D	2MA	2,060	C+	4MA	2,880	D	4MA
216	Maxwell Avenue	West of County Road 103	-	-	-	10	C+	2MA	-	-	-	1,240	D	2MA	1,680	D	2MA

Notes

C+ = C or better

Source: Fehr & Peers, 2016.

Intersection Analysis

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	654	97	103	502	314	79	252	94	293	360	35
Future Volume (veh/h)	53	654	97	103	502	314	79	252	94	293	360	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	59	727	38	114	558	272	88	280	66	326	400	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	1064	460	146	782	380	112	486	112	373	1053	86
Arrive On Green	0.04	0.30	0.30	0.08	0.34	0.34	0.06	0.17	0.17	0.21	0.32	0.32
Sat Flow, veh/h	1757	3505	1517	1757	2270	1104	1757	2808	649	1757	3276	269
Grp Volume(v), veh/h	59	727	38	114	431	399	88	173	173	326	213	220
Grp Sat Flow(s),veh/h/ln	1757	1752	1517	1757	1752	1622	1757	1752	1705	1757	1752	1793
Q Serve(g_s), s	2.1	11.3	1.1	4.0	13.3	13.3	3.1	5.6	5.8	11.2	5.8	5.9
Cycle Q Clear(g_c), s	2.1	11.3	1.1	4.0	13.3	13.3	3.1	5.6	5.8	11.2	5.8	5.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.38	1.00		0.15
Lane Grp Cap(c), veh/h	74	1064	460	146	603	559	112	303	295	373	563	576
V/C Ratio(X)	0.80	0.68	0.08	0.78	0.71	0.72	0.78	0.57	0.59	0.87	0.38	0.38
Avail Cap(c_a), veh/h	565	2254	975	565	1127	1043	565	1127	1096	565	1127	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	19.0	15.5	28.0	17.7	17.7	28.7	23.6	23.7	23.7	16.3	16.3
Incr Delay (d2), s/veh	7.2	0.3	0.0	3.4	0.6	0.6	4.4	0.6	0.7	6.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.5	0.5	2.0	6.4	6.0	1.6	2.8	2.8	6.0	2.9	3.0
LnGrp Delay(d),s/veh	36.8	19.3	15.5	31.4	18.3	18.4	33.1	24.2	24.4	30.3	16.5	16.5
LnGrp LOS	D	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		824			944			434			759	
Approach Delay, s/veh		20.4			19.9			26.1			22.4	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	23.0	7.0	24.1	5.6	25.5	16.2	14.9				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	20.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	6.0	13.3	5.1	7.9	4.1	15.3	13.2	7.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	2.0	0.0	5.3	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	979	268	187	741	80	336	174	172	151	232	84
Future Volume (veh/h)	87	979	268	187	741	80	336	174	172	151	232	84
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	92	1031	82	197	780	40	354	183	27	159	244	57
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	1799	558	304	1331	586	473	578	259	201	398	91
Arrive On Green	0.07	0.36	0.36	0.09	0.38	0.38	0.14	0.16	0.16	0.11	0.14	0.14
Sat Flow, veh/h	1757	5036	1561	3408	3505	1544	3408	3505	1568	1757	2825	647
Grp Volume(v), veh/h	92	1031	82	197	780	40	354	183	27	159	149	152
Grp Sat Flow(s),veh/h/ln	1757	1679	1561	1704	1752	1544	1704	1752	1568	1757	1752	1719
Q Serve(g_s), s	2.9	9.3	2.0	3.1	10.0	0.9	5.6	2.6	0.8	5.0	4.5	4.7
Cycle Q Clear(g_c), s	2.9	9.3	2.0	3.1	10.0	0.9	5.6	2.6	0.8	5.0	4.5	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	117	1799	558	304	1331	586	473	578	259	201	247	242
V/C Ratio(X)	0.78	0.57	0.15	0.65	0.59	0.07	0.75	0.32	0.10	0.79	0.61	0.63
Avail Cap(c_a), veh/h	750	3582	1111	1442	2493	1098	1454	1994	892	750	1028	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	14.6	12.3	24.8	13.9	11.1	23.3	20.7	20.0	24.2	22.7	22.8
Incr Delay (d2), s/veh	4.3	0.1	0.0	0.9	0.2	0.0	0.9	0.1	0.1	2.6	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.3	0.9	1.5	4.8	0.4	2.7	1.3	0.4	2.5	2.2	2.3
LnGrp Delay(d),s/veh	30.1	14.7	12.3	25.6	14.1	11.1	24.2	20.8	20.0	26.8	23.6	23.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1205			1017			564			460	
Approach Delay, s/veh		15.7			16.2			22.9			24.8	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	24.4	11.2	12.2	7.2	25.7	9.8	13.6				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 24	* 40	* 24	* 33	* 24	* 40	* 24	* 32				
Max Q Clear Time (g_c+I1), s	5.1	11.3	7.6	6.7	4.9	12.0	7.0	4.6				
Green Ext Time (p_c), s	0.1	8.1	0.2	1.3	0.0	8.1	0.1	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: County Road 102 & Main St

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	94	212	153	135	55	173	199	95	45	239	52
Future Volume (veh/h)	46	94	212	153	135	55	173	199	95	45	239	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	53	108	28	176	155	30	199	229	19	52	275	43
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	192	592	265	611	702	133	679	863	386	189	471	73
Arrive On Green	0.11	0.17	0.17	0.18	0.24	0.24	0.20	0.25	0.25	0.11	0.15	0.15
Sat Flow, veh/h	1757	3505	1568	3408	2935	555	3408	3505	1568	1757	3044	470
Grp Volume(v), veh/h	53	108	28	176	91	94	199	229	19	52	157	161
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1704	1752	1738	1704	1752	1568	1757	1752	1762
Q Serve(g_s), s	1.6	1.5	0.9	2.6	2.4	2.5	2.9	3.0	0.5	1.6	4.8	4.9
Cycle Q Clear(g_c), s	1.6	1.5	0.9	2.6	2.4	2.5	2.9	3.0	0.5	1.6	4.8	4.9
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	192	592	265	611	419	415	679	863	386	189	271	273
V/C Ratio(X)	0.28	0.18	0.11	0.29	0.22	0.23	0.29	0.27	0.05	0.27	0.58	0.59
Avail Cap(c_a), veh/h	669	2185	977	1298	1092	1083	1298	2670	1194	669	1335	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.6	20.3	20.5	17.6	17.7	19.7	17.5	16.6	23.7	22.7	22.7
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.4	1.2	1.2	1.2	1.4	1.5	0.2	0.8	2.4	2.4
LnGrp Delay(d),s/veh	23.9	20.6	20.4	20.6	17.7	17.8	19.8	17.6	16.6	24.0	23.4	23.5
LnGrp LOS	C	C	C	C	B	B	B	B	B	C	C	C
Approach Vol, veh/h		189			361			447			370	
Approach Delay, s/veh		21.5			19.2			18.5			23.5	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	15.3	14.9	13.8	9.7	19.3	9.6	19.1				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 22	* 36	* 22	* 44	* 22	36.0	* 22	44.0				
Max Q Clear Time (g_c+I1), s	4.6	3.5	4.9	6.9	3.6	4.5	3.6	5.0				
Green Ext Time (p_c), s	0.1	0.5	0.1	1.0	0.0	0.5	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	81	16	269	118	23	56	484	262	361	433	155
Future Volume (veh/h)	120	81	16	269	118	23	56	484	262	361	433	155
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	124	84	10	277	122	0	58	499	0	372	446	42
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	355	299	36	710	353	300	260	715	320	611	826	369
Arrive On Green	0.20	0.19	0.19	0.21	0.19	0.00	0.15	0.20	0.00	0.18	0.24	0.24
Sat Flow, veh/h	1757	1615	192	3408	1845	1568	1757	3505	1568	3408	3505	1568
Grp Volume(v), veh/h	124	0	94	277	122	0	58	499	0	372	446	42
Grp Sat Flow(s),veh/h/ln	1757	0	1808	1704	1845	1568	1757	1752	1568	1704	1752	1568
Q Serve(g_s), s	4.1	0.0	3.0	4.7	3.8	0.0	1.9	8.8	0.0	6.7	7.4	1.4
Cycle Q Clear(g_c), s	4.1	0.0	3.0	4.7	3.8	0.0	1.9	8.8	0.0	6.7	7.4	1.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	355	0	335	710	353	300	260	715	320	611	826	369
V/C Ratio(X)	0.35	0.00	0.28	0.39	0.35	0.00	0.22	0.70	0.00	0.61	0.54	0.11
Avail Cap(c_a), veh/h	789	0	1001	1020	800	680	526	1573	704	1530	1573	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	23.4	22.8	23.4	0.0	25.1	24.7	0.0	25.3	22.4	20.1
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.1	0.2	0.0	0.2	0.5	0.0	0.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.5	2.2	2.0	0.0	0.9	4.3	0.0	3.2	3.6	0.6
LnGrp Delay(d),s/veh	23.1	0.0	23.6	22.9	23.6	0.0	25.2	25.1	0.0	25.6	22.6	20.1
LnGrp LOS	C		C	C	C		C	C		C	C	C
Approach Vol, veh/h		218			399			557			860	
Approach Delay, s/veh		23.3			23.1			25.2			23.8	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	16.9	12.9	20.5	16.9	16.5	15.0	18.4				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	6.1	5.8	3.9	9.4	6.7	5.0	8.7	10.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.8	0.2	0.4	0.2	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	752	37	42	787	120	97	103	51	173	76	151
Future Volume (veh/h)	89	752	37	42	787	120	97	103	51	173	76	151
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	95	800	37	45	837	65	103	110	6	184	81	31
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	121	1408	65	54	1315	575	131	403	22	232	444	162
Arrive On Green	0.07	0.41	0.41	0.03	0.38	0.38	0.07	0.12	0.12	0.13	0.18	0.18
Sat Flow, veh/h	1757	3407	158	1757	3505	1532	1757	3379	183	1757	2518	917
Grp Volume(v), veh/h	95	411	426	45	837	65	103	57	59	184	55	57
Grp Sat Flow(s),veh/h/ln	1757	1752	1812	1757	1752	1532	1757	1752	1809	1757	1752	1683
Q Serve(g_s), s	2.6	8.8	8.8	1.2	9.6	1.4	2.8	1.4	1.5	5.0	1.3	1.4
Cycle Q Clear(g_c), s	2.6	8.8	8.8	1.2	9.6	1.4	2.8	1.4	1.5	5.0	1.3	1.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.10	1.00		0.55
Lane Grp Cap(c), veh/h	121	724	749	54	1315	575	131	209	216	232	309	297
V/C Ratio(X)	0.79	0.57	0.57	0.84	0.64	0.11	0.79	0.27	0.28	0.79	0.18	0.19
Avail Cap(c_a), veh/h	719	1434	1483	719	2869	1254	719	1434	1481	1007	1434	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	11.0	11.0	23.6	12.5	10.0	22.2	19.6	19.6	20.6	17.1	17.1
Incr Delay (d2), s/veh	4.2	0.3	0.3	11.8	0.2	0.0	3.9	0.3	0.3	2.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.3	4.4	0.8	4.6	0.6	1.5	0.7	0.7	2.6	0.6	0.7
LnGrp Delay(d),s/veh	26.7	11.3	11.2	35.4	12.7	10.0	26.1	19.9	19.9	22.9	17.2	17.3
LnGrp LOS	C	B	B	D	B	A	C	B	B	C	B	B
Approach Vol, veh/h		932			947			219			296	
Approach Delay, s/veh		12.8			13.6			22.8			20.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	10.7	6.4	22.3	6.6	13.5	4.5	24.2				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	28.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	7.0	3.5	4.6	11.6	4.8	3.4	3.2	10.8				
Green Ext Time (p_c), s	0.1	0.8	0.0	6.4	0.0	0.8	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			15.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	690	100	110	520	360	110	310	130	340	430	40
Future Volume (veh/h)	70	690	100	110	520	360	110	310	130	340	430	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	750	22	120	565	220	120	337	75	370	467	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	975	421	152	759	295	152	525	115	413	1105	78
Arrive On Green	0.05	0.28	0.28	0.09	0.31	0.31	0.09	0.18	0.18	0.24	0.33	0.33
Sat Flow, veh/h	1757	3505	1514	1757	2452	952	1757	2840	623	1757	3318	234
Grp Volume(v), veh/h	76	750	22	120	403	382	120	206	206	370	246	254
Grp Sat Flow(s),veh/h/ln	1757	1752	1514	1757	1752	1652	1757	1752	1711	1757	1752	1800
Q Serve(g_s), s	2.8	12.9	0.7	4.4	13.6	13.7	4.4	7.2	7.4	13.4	7.2	7.2
Cycle Q Clear(g_c), s	2.8	12.9	0.7	4.4	13.6	13.7	4.4	7.2	7.4	13.4	7.2	7.2
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.36	1.00		0.13
Lane Grp Cap(c), veh/h	96	975	421	152	543	511	152	324	316	413	584	600
V/C Ratio(X)	0.79	0.77	0.05	0.79	0.74	0.75	0.79	0.64	0.65	0.90	0.42	0.42
Avail Cap(c_a), veh/h	107	1160	501	160	633	597	320	532	519	480	692	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	21.8	17.4	29.5	20.4	20.4	29.5	24.8	24.9	24.4	17.0	17.1
Incr Delay (d2), s/veh	25.7	2.1	0.0	19.8	3.1	3.4	3.4	0.8	0.8	16.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.5	0.3	3.0	7.0	6.6	2.3	3.5	3.6	8.3	3.5	3.6
LnGrp Delay(d),s/veh	56.5	24.0	17.4	49.3	23.5	23.8	32.9	25.6	25.7	40.5	17.2	17.2
LnGrp LOS	E	C	B	D	C	C	C	C	C	D	B	B
Approach Vol, veh/h		848			905			532			870	
Approach Delay, s/veh		26.7			27.1			27.3			27.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	22.4	8.7	26.0	6.6	24.5	18.5	16.3				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	21.8	12.0	26.0	4.0	23.8	18.0	20.0				
Max Q Clear Time (g_c+I1), s	6.4	14.9	6.4	9.2	4.8	15.7	15.4	9.4				
Green Ext Time (p_c), s	0.0	3.0	0.0	2.3	0.0	3.4	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1220	330	220	750	120	300	310	210	190	440	130
Future Volume (veh/h)	110	1220	330	220	750	120	300	310	210	190	440	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	116	1284	168	232	789	40	316	326	70	200	463	103
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	148	1985	608	193	1285	566	246	590	260	245	669	148
Arrive On Green	0.08	0.39	0.39	0.06	0.37	0.37	0.07	0.17	0.17	0.14	0.24	0.24
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2843	628
Grp Volume(v), veh/h	116	1284	168	232	789	40	316	326	70	200	284	282
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1719
Q Serve(g_s), s	4.1	13.2	4.7	3.6	11.7	1.1	4.6	5.4	2.5	7.0	9.4	9.6
Cycle Q Clear(g_c), s	4.1	13.2	4.7	3.6	11.7	1.1	4.6	5.4	2.5	7.0	9.4	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	148	1985	608	193	1285	566	246	590	260	245	412	404
V/C Ratio(X)	0.79	0.65	0.28	1.20	0.61	0.07	1.28	0.55	0.27	0.82	0.69	0.70
Avail Cap(c_a), veh/h	259	3036	929	193	1794	790	246	1018	449	527	908	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	15.7	13.1	30.0	16.5	13.1	29.5	24.3	23.1	26.6	22.2	22.3
Incr Delay (d2), s/veh	3.5	0.1	0.1	130.7	0.2	0.0	155.0	0.3	0.2	2.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.1	2.0	5.2	5.6	0.5	7.4	2.7	1.1	3.6	4.7	4.6
LnGrp Delay(d),s/veh	32.1	15.8	13.2	160.7	16.7	13.1	184.5	24.6	23.3	29.2	23.0	23.1
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1568			1061			712			766	
Approach Delay, s/veh		16.7			48.0			95.4			24.6	
Approach LOS		B			D			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	29.4	8.0	19.3	8.7	27.7	12.3	15.0				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 9.4	* 33	* 19	* 19				
Max Q Clear Time (g_c+I1), s	5.6	15.2	6.6	11.6	6.1	13.7	9.0	7.4				
Green Ext Time (p_c), s	0.0	9.4	0.0	2.6	0.0	8.6	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	120	240	400	140	110	230	260	120	60	370	60
Future Volume (veh/h)	50	120	240	400	140	110	230	260	120	60	370	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	54	130	38	435	152	29	250	283	30	65	402	51
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	631	276	593	728	136	639	894	392	208	581	73
Arrive On Green	0.11	0.18	0.18	0.17	0.25	0.25	0.19	0.26	0.26	0.12	0.19	0.19
Sat Flow, veh/h	1757	3505	1533	3408	2943	549	3408	3505	1537	1757	3124	394
Grp Volume(v), veh/h	54	130	38	435	89	92	250	283	30	65	224	229
Grp Sat Flow(s),veh/h/ln	1757	1752	1533	1704	1752	1739	1704	1752	1537	1757	1752	1765
Q Serve(g_s), s	1.8	2.0	1.3	7.6	2.5	2.7	4.1	4.1	0.9	2.1	7.5	7.7
Cycle Q Clear(g_c), s	1.8	2.0	1.3	7.6	2.5	2.7	4.1	4.1	0.9	2.1	7.5	7.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	187	631	276	593	434	430	639	894	392	208	326	328
V/C Ratio(X)	0.29	0.21	0.14	0.73	0.21	0.21	0.39	0.32	0.08	0.31	0.69	0.70
Avail Cap(c_a), veh/h	306	1781	779	777	966	958	707	1720	755	306	805	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	22.1	21.8	24.7	18.8	18.9	22.5	19.1	17.9	25.5	24.0	24.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	1.6	0.1	0.1	0.1	0.1	0.0	0.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	0.6	3.7	1.2	1.3	1.9	2.0	0.4	1.0	3.7	3.8
LnGrp Delay(d),s/veh	26.3	22.1	21.9	26.3	18.9	19.0	22.6	19.1	17.9	25.8	25.0	25.0
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		222			616			563			518	
Approach Delay, s/veh		23.1			24.1			20.6			25.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	16.9	15.3	16.6	10.1	21.1	10.9	21.0				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 14	* 32	* 13	* 29	* 11	34.8	* 11	31.0				
Max Q Clear Time (g_c+I1), s	9.6	4.0	6.1	9.7	3.8	4.7	4.1	6.1				
Green Ext Time (p_c), s	0.2	0.5	0.1	1.3	0.0	0.5	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.2									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	90	20	500	200	30	70	820	270	480	470	160
Future Volume (veh/h)	180	90	20	500	200	30	70	820	270	480	470	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	186	93	14	515	206	0	72	845	0	495	485	57
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	318	286	43	596	327	278	259	1018	455	577	1094	480
Arrive On Green	0.18	0.18	0.18	0.17	0.18	0.00	0.15	0.29	0.00	0.17	0.31	0.31
Sat Flow, veh/h	1757	1562	235	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	186	0	107	515	206	0	72	845	0	495	485	57
Grp Sat Flow(s),veh/h/ln	1757	0	1797	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	7.9	0.0	4.2	12.0	8.5	0.0	3.0	18.4	0.0	11.5	9.0	2.2
Cycle Q Clear(g_c), s	7.9	0.0	4.2	12.0	8.5	0.0	3.0	18.4	0.0	11.5	9.0	2.2
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	0	329	596	327	278	259	1018	455	577	1094	480
V/C Ratio(X)	0.59	0.00	0.32	0.86	0.63	0.00	0.28	0.83	0.00	0.86	0.44	0.12
Avail Cap(c_a), veh/h	645	0	813	834	654	556	430	1286	575	1250	1286	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	29.0	32.8	31.1	0.0	31.0	27.1	0.0	33.0	22.5	20.1
Incr Delay (d2), s/veh	0.6	0.0	0.2	5.3	0.7	0.0	0.2	3.1	0.0	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.1	6.1	4.4	0.0	1.5	9.4	0.0	5.5	4.4	0.9
LnGrp Delay(d),s/veh	31.3	0.0	29.2	38.1	31.9	0.0	31.2	30.2	0.0	34.5	22.6	20.1
LnGrp LOS	C		C	D	C		C	C		C	C	C
Approach Vol, veh/h		293			721			917			1037	
Approach Delay, s/veh		30.6			36.3			30.3			28.1	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	18.6	15.1	30.3	17.3	19.1	16.8	28.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	9.9	10.5	5.0	11.0	14.0	6.2	13.5	20.4				
Green Ext Time (p_c), s	0.1	0.6	0.0	4.3	0.3	0.6	0.3	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative No Project Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	90	800	40	70	870	140	100	140	90	200	80	170
Future Volume (veh/h)	90	800	40	70	870	140	100	140	90	200	80	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	851	39	74	926	46	106	149	11	213	85	36
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1316	60	93	1295	566	135	414	30	262	481	192
Arrive On Green	0.07	0.39	0.39	0.05	0.37	0.37	0.08	0.13	0.13	0.15	0.20	0.20
Sat Flow, veh/h	1757	3408	156	1757	3505	1531	1757	3304	241	1757	2435	973
Grp Volume(v), veh/h	96	438	452	74	926	46	106	78	82	213	60	61
Grp Sat Flow(s),veh/h/ln	1757	1752	1812	1757	1752	1531	1757	1752	1793	1757	1752	1656
Q Serve(g_s), s	2.8	10.6	10.6	2.2	11.8	1.0	3.1	2.1	2.2	6.1	1.5	1.6
Cycle Q Clear(g_c), s	2.8	10.6	10.6	2.2	11.8	1.0	3.1	2.1	2.2	6.1	1.5	1.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.13	1.00		0.59
Lane Grp Cap(c), veh/h	122	677	700	93	1295	566	135	219	225	262	346	327
V/C Ratio(X)	0.79	0.65	0.65	0.80	0.72	0.08	0.78	0.36	0.36	0.81	0.17	0.19
Avail Cap(c_a), veh/h	203	876	906	169	1686	736	406	1082	1107	406	1082	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	13.1	13.1	24.4	14.0	10.7	23.6	20.8	20.8	21.4	17.3	17.4
Incr Delay (d2), s/veh	4.2	0.4	0.4	5.8	0.6	0.0	3.7	0.4	0.5	3.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.2	5.4	1.2	5.8	0.4	1.6	1.0	1.1	3.2	0.7	0.7
LnGrp Delay(d),s/veh	28.1	13.4	13.4	30.2	14.6	10.7	27.3	21.3	21.3	25.0	17.4	17.5
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		986			1046			266			334	
Approach Delay, s/veh		14.9			15.6			23.7			22.3	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	11.4	6.6	23.2	7.0	15.2	5.7	24.1				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	12.0	32.1	6.0	25.0	12.0	32.1	5.0	26.0				
Max Q Clear Time (g_c+I1), s	8.1	4.2	4.8	13.8	5.1	3.6	4.2	12.6				
Green Ext Time (p_c), s	0.0	1.0	0.0	5.1	0.0	1.0	0.0	5.6				
Intersection Summary												
HCM 2010 Ctrl Delay				17.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	690	120	110	540	380	110	300	160	340	490	40
Future Volume (veh/h)	70	690	120	110	540	380	110	300	160	340	490	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	750	27	120	587	241	120	326	71	370	533	35
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	979	423	152	749	307	152	523	112	413	1106	72
Arrive On Green	0.05	0.28	0.28	0.09	0.31	0.31	0.09	0.18	0.18	0.24	0.33	0.33
Sat Flow, veh/h	1757	3505	1514	1757	2409	987	1757	2853	612	1757	3336	219
Grp Volume(v), veh/h	76	750	27	120	427	401	120	198	199	370	279	289
Grp Sat Flow(s),veh/h/ln	1757	1752	1514	1757	1752	1644	1757	1752	1713	1757	1752	1803
Q Serve(g_s), s	2.8	12.9	0.9	4.4	14.6	14.6	4.4	6.9	7.1	13.4	8.3	8.4
Cycle Q Clear(g_c), s	2.8	12.9	0.9	4.4	14.6	14.6	4.4	6.9	7.1	13.4	8.3	8.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.36	1.00		0.12
Lane Grp Cap(c), veh/h	96	979	423	152	545	511	152	321	314	413	581	598
V/C Ratio(X)	0.79	0.77	0.06	0.79	0.78	0.79	0.79	0.62	0.63	0.90	0.48	0.48
Avail Cap(c_a), veh/h	107	1162	502	160	634	595	321	533	521	481	693	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	21.7	17.4	29.5	20.6	20.7	29.4	24.7	24.8	24.4	17.5	17.5
Incr Delay (d2), s/veh	25.6	2.1	0.0	19.8	4.5	4.9	3.4	0.7	0.8	16.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.5	0.4	3.0	7.7	7.3	2.3	3.4	3.4	8.3	4.1	4.2
LnGrp Delay(d),s/veh	56.3	23.8	17.4	49.2	25.2	25.6	32.8	25.5	25.6	40.4	17.7	17.7
LnGrp LOS	E	C	B	D	C	C	C	C	C	D	B	B
Approach Vol, veh/h		853			948			517			938	
Approach Delay, s/veh		26.5			28.4			27.2			26.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	22.5	8.7	25.9	6.6	24.5	18.5	16.1				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	21.8	12.0	26.0	4.0	23.8	18.0	20.0				
Max Q Clear Time (g_c+I1), s	6.4	14.9	6.4	10.4	4.8	16.6	15.4	9.1				
Green Ext Time (p_c), s	0.0	3.1	0.0	2.4	0.0	3.2	0.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			27.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1310	290	290	750	80	290	270	200	160	380	190
Future Volume (veh/h)	130	1310	290	290	750	80	290	270	200	160	380	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	137	1379	108	305	789	24	305	284	48	168	400	122
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	173	2068	633	191	1292	569	244	611	269	209	586	176
Arrive On Green	0.10	0.41	0.41	0.06	0.37	0.37	0.07	0.17	0.17	0.12	0.22	0.22
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2641	796
Grp Volume(v), veh/h	137	1379	108	305	789	24	305	284	48	168	264	258
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1685
Q Serve(g_s), s	4.9	14.3	2.9	3.6	11.8	0.6	4.6	4.7	1.7	6.0	8.9	9.1
Cycle Q Clear(g_c), s	4.9	14.3	2.9	3.6	11.8	0.6	4.6	4.7	1.7	6.0	8.9	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	173	2068	633	191	1292	569	244	611	269	209	389	374
V/C Ratio(X)	0.79	0.67	0.17	1.60	0.61	0.04	1.25	0.47	0.18	0.80	0.68	0.69
Avail Cap(c_a), veh/h	257	3012	922	191	1779	784	244	1010	445	523	901	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	15.4	12.0	30.3	16.5	13.0	29.8	23.8	22.6	27.5	22.9	23.0
Incr Delay (d2), s/veh	5.3	0.1	0.0	291.5	0.2	0.0	141.4	0.2	0.1	2.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.5	1.2	9.4	5.7	0.3	6.9	2.3	0.7	3.1	4.3	4.3
LnGrp Delay(d),s/veh	33.6	15.5	12.0	321.8	16.7	13.0	171.2	24.0	22.7	30.3	23.7	23.8
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1624			1118			637			690	
Approach Delay, s/veh		16.8			99.9			94.4			25.3	
Approach LOS		B			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	30.7	8.0	18.5	9.7	28.0	11.1	15.5				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 9.4	* 33	* 19	* 19				
Max Q Clear Time (g_c+I1), s	5.6	16.3	6.6	11.1	6.9	13.8	8.0	6.7				
Green Ext Time (p_c), s	0.0	9.6	0.0	2.3	0.0	8.9	0.1	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.2									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	120	220	330	170	120	210	470	130	70	740	130
Future Volume (veh/h)	110	120	220	330	170	120	210	470	130	70	740	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	120	130	25	359	185	14	228	511	46	76	804	127
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	544	238	498	552	41	539	1239	545	204	943	149
Arrive On Green	0.13	0.16	0.16	0.15	0.17	0.17	0.16	0.35	0.35	0.12	0.31	0.31
Sat Flow, veh/h	1757	3505	1530	3408	3302	248	3408	3505	1541	1757	3025	478
Grp Volume(v), veh/h	120	130	25	359	97	102	228	511	46	76	466	465
Grp Sat Flow(s),veh/h/ln	1757	1752	1530	1704	1752	1797	1704	1752	1541	1757	1752	1750
Q Serve(g_s), s	4.8	2.4	1.1	7.6	3.7	3.8	4.5	8.3	1.5	3.0	18.7	18.7
Cycle Q Clear(g_c), s	4.8	2.4	1.1	7.6	3.7	3.8	4.5	8.3	1.5	3.0	18.7	18.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	236	544	238	498	293	300	539	1239	545	204	546	546
V/C Ratio(X)	0.51	0.24	0.11	0.72	0.33	0.34	0.42	0.41	0.08	0.37	0.85	0.85
Avail Cap(c_a), veh/h	346	1575	687	571	720	738	544	1449	637	257	704	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	27.9	27.3	30.7	27.6	27.7	28.6	18.4	16.2	30.7	24.3	24.3
Incr Delay (d2), s/veh	0.6	0.1	0.1	2.9	0.2	0.2	0.2	0.1	0.0	0.4	6.6	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.2	0.5	3.7	1.8	1.9	2.1	4.0	0.6	1.5	10.1	10.0
LnGrp Delay(d),s/veh	30.9	28.0	27.4	33.5	27.9	27.9	28.8	18.5	16.2	31.1	30.8	30.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		275			558			785			1007	
Approach Delay, s/veh		29.2			31.5			21.3			30.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	17.2	15.3	28.4	13.5	18.1	12.2	31.5				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 13	* 34	* 12	* 30	* 15	30.9	* 11	31.1				
Max Q Clear Time (g_c+I1), s	9.6	4.4	6.5	20.7	6.8	5.8	5.0	10.3				
Green Ext Time (p_c), s	0.1	0.5	0.1	2.4	0.0	0.5	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			28.0									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	120	20	570	250	30	90	870	350	530	450	160
Future Volume (veh/h)	140	120	20	570	250	30	90	870	350	530	450	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	144	124	16	588	258	0	93	897	0	546	464	59
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	278	277	36	655	382	325	259	1022	457	618	1141	501
Arrive On Green	0.16	0.17	0.17	0.19	0.21	0.00	0.15	0.29	0.00	0.18	0.33	0.33
Sat Flow, veh/h	1757	1597	206	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	144	0	140	588	258	0	93	897	0	546	464	59
Grp Sat Flow(s),veh/h/ln	1757	0	1803	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	6.9	0.0	6.4	15.5	11.9	0.0	4.4	22.5	0.0	14.4	9.5	2.5
Cycle Q Clear(g_c), s	6.9	0.0	6.4	15.5	11.9	0.0	4.4	22.5	0.0	14.4	9.5	2.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	0	313	655	382	325	259	1022	457	618	1141	501
V/C Ratio(X)	0.52	0.00	0.45	0.90	0.68	0.00	0.36	0.88	0.00	0.88	0.41	0.12
Avail Cap(c_a), veh/h	571	0	723	739	580	493	381	1139	510	1108	1141	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	34.2	36.4	33.7	0.0	35.4	31.1	0.0	36.8	24.2	21.8
Incr Delay (d2), s/veh	0.6	0.0	0.4	12.0	0.8	0.0	0.3	6.9	0.0	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.2	8.4	6.1	0.0	2.2	11.8	0.0	6.9	4.6	1.1
LnGrp Delay(d),s/veh	36.1	0.0	34.6	48.4	34.5	0.0	35.7	38.0	0.0	38.5	24.3	21.9
LnGrp LOS	D		C	D	C		D	D		D	C	C
Approach Vol, veh/h		284			846			990			1069	
Approach Delay, s/veh		35.4			44.1			37.8			31.4	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	23.2	16.6	34.8	20.7	20.1	19.7	31.7				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	30.0	29.0	20.0	30.0	20.0	* 37	30.0	30.0				
Max Q Clear Time (g_c+I1), s	8.9	13.9	6.4	11.5	17.5	8.4	16.4	24.5				
Green Ext Time (p_c), s	0.1	0.7	0.0	4.4	0.2	0.8	0.3	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative South Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	760	90	120	790	120	100	210	100	180	200	170
Future Volume (veh/h)	100	760	90	120	790	120	100	210	100	180	200	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	106	809	86	128	840	40	106	223	20	191	213	36
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	1120	119	163	1287	562	135	486	43	237	623	103
Arrive On Green	0.08	0.35	0.35	0.09	0.37	0.37	0.08	0.15	0.15	0.13	0.21	0.21
Sat Flow, veh/h	1757	3187	339	1757	3505	1531	1757	3248	288	1757	3002	499
Grp Volume(v), veh/h	106	445	450	128	840	40	106	119	124	191	123	126
Grp Sat Flow(s),veh/h/ln	1757	1752	1773	1757	1752	1531	1757	1752	1784	1757	1752	1748
Q Serve(g_s), s	3.3	12.1	12.1	3.9	10.9	0.9	3.3	3.4	3.5	5.8	3.3	3.4
Cycle Q Clear(g_c), s	3.3	12.1	12.1	3.9	10.9	0.9	3.3	3.4	3.5	5.8	3.3	3.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.16	1.00		0.29
Lane Grp Cap(c), veh/h	135	616	623	163	1287	562	135	262	267	237	363	363
V/C Ratio(X)	0.79	0.72	0.72	0.79	0.65	0.07	0.78	0.45	0.46	0.81	0.34	0.35
Avail Cap(c_a), veh/h	192	767	776	224	1598	698	384	1058	1077	352	1026	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	15.5	15.5	24.4	14.4	11.3	24.9	21.3	21.3	23.0	18.5	18.6
Incr Delay (d2), s/veh	7.9	1.7	1.7	7.9	0.3	0.0	3.7	0.6	0.6	4.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.1	6.2	2.2	5.3	0.4	1.7	1.7	1.8	3.1	1.6	1.6
LnGrp Delay(d),s/veh	32.8	17.2	17.2	32.3	14.8	11.3	28.6	21.8	21.9	27.8	18.7	18.8
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		1001			1008			349			440	
Approach Delay, s/veh		18.8			16.9			23.9			22.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	13.1	7.2	24.1	7.2	16.3	8.1	23.3				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	11.0	33.1	6.0	25.0	12.0	32.1	7.0	24.0				
Max Q Clear Time (g_c+I1), s	7.8	5.5	5.3	12.9	5.3	5.4	5.9	14.1				
Green Ext Time (p_c), s	0.0	1.8	0.0	5.0	0.0	1.8	0.0	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			19.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	670	100	110	520	380	90	260	130	310	410	50
Future Volume (veh/h)	70	670	100	110	520	380	90	260	130	310	410	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	728	23	120	565	233	98	283	50	337	446	41
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	1012	438	152	772	318	125	502	87	385	1028	94
Arrive On Green	0.05	0.29	0.29	0.09	0.32	0.32	0.07	0.17	0.17	0.22	0.32	0.32
Sat Flow, veh/h	1757	3505	1515	1757	2407	990	1757	2968	516	1757	3243	297
Grp Volume(v), veh/h	76	728	23	120	411	387	98	165	168	337	240	247
Grp Sat Flow(s),veh/h/ln	1757	1752	1515	1757	1752	1644	1757	1752	1732	1757	1752	1788
Q Serve(g_s), s	2.6	11.2	0.7	4.0	12.5	12.6	3.3	5.2	5.4	11.1	6.5	6.6
Cycle Q Clear(g_c), s	2.6	11.2	0.7	4.0	12.5	12.6	3.3	5.2	5.4	11.1	6.5	6.6
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.30	1.00		0.17
Lane Grp Cap(c), veh/h	96	1012	438	152	562	528	125	296	293	385	555	567
V/C Ratio(X)	0.79	0.72	0.05	0.79	0.73	0.73	0.78	0.56	0.57	0.88	0.43	0.44
Avail Cap(c_a), veh/h	117	1330	575	175	723	679	292	583	577	497	787	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	19.2	15.4	26.9	18.1	18.1	27.5	22.9	23.0	22.7	16.2	16.3
Incr Delay (d2), s/veh	20.8	0.8	0.0	15.8	1.8	1.9	4.0	0.6	0.7	11.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	0.3	2.6	6.3	6.0	1.7	2.6	2.6	6.5	3.2	3.3
LnGrp Delay(d),s/veh	48.8	19.9	15.4	42.7	19.9	20.1	31.5	23.5	23.6	33.9	16.4	16.5
LnGrp LOS	D	B	B	D	B	C	C	C	C	C	B	B
Approach Vol, veh/h		827			918			431			824	
Approach Delay, s/veh		22.5			22.9			25.4			23.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	21.5	7.3	23.1	6.3	23.4	16.2	14.3				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	6.0	22.8	10.0	27.0	4.0	24.8	17.0	20.0				
Max Q Clear Time (g_c+I1), s	6.0	13.2	5.3	8.6	4.6	14.6	13.1	7.4				
Green Ext Time (p_c), s	0.0	3.7	0.0	2.1	0.0	3.8	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1340	280	230	750	130	280	260	210	160	370	180
Future Volume (veh/h)	130	1340	280	230	750	130	280	260	210	160	370	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	137	1411	108	242	789	39	295	274	70	168	389	114
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	173	2101	643	191	1314	579	244	590	260	209	576	167
Arrive On Green	0.10	0.42	0.42	0.06	0.37	0.37	0.07	0.17	0.17	0.12	0.22	0.22
Sat Flow, veh/h	1757	5036	1542	3408	3505	1544	3408	3505	1545	1757	2669	772
Grp Volume(v), veh/h	137	1411	108	242	789	39	295	274	70	168	254	249
Grp Sat Flow(s),veh/h/ln	1757	1679	1542	1704	1752	1544	1704	1752	1545	1757	1752	1689
Q Serve(g_s), s	4.9	14.6	2.8	3.6	11.7	1.0	4.6	4.5	2.5	6.0	8.5	8.7
Cycle Q Clear(g_c), s	4.9	14.6	2.8	3.6	11.7	1.0	4.6	4.5	2.5	6.0	8.5	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	173	2101	643	191	1314	579	244	590	260	209	378	364
V/C Ratio(X)	0.79	0.67	0.17	1.27	0.60	0.07	1.21	0.46	0.27	0.80	0.67	0.68
Avail Cap(c_a), veh/h	298	3008	921	191	1695	747	244	1139	502	456	900	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	15.2	11.7	30.3	16.2	12.9	29.8	24.1	23.3	27.6	23.1	23.2
Incr Delay (d2), s/veh	3.1	0.1	0.0	155.3	0.2	0.0	126.2	0.2	0.2	2.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.7	1.2	5.8	5.6	0.4	6.4	2.2	1.1	3.1	4.2	4.2
LnGrp Delay(d),s/veh	31.4	15.3	11.8	185.6	16.4	12.9	156.0	24.3	23.5	30.3	23.9	24.0
LnGrp LOS	C	B	B	F	B	B	F	C	C	C	C	C
Approach Vol, veh/h		1656			1070			639			671	
Approach Delay, s/veh		16.4			54.5			85.1			25.6	
Approach LOS		B			D			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	31.1	8.0	18.2	9.7	28.4	11.1	15.1				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 3.6	* 38	* 4.6	* 33	* 11	* 31	* 17	* 21				
Max Q Clear Time (g_c+I1), s	5.6	16.6	6.6	10.7	6.9	13.7	8.0	6.5				
Green Ext Time (p_c), s	0.0	9.8	0.0	2.2	0.0	8.8	0.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			38.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: County Road 102 & Main St

Cumulative East Alternative
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	160	250	190	160	150	270	460	140	130	760	130
Future Volume (veh/h)	110	160	250	190	160	150	270	460	140	130	760	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	120	174	34	207	174	16	293	500	41	141	826	127
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	551	240	486	541	49	535	1184	520	241	965	148
Arrive On Green	0.13	0.16	0.16	0.14	0.17	0.17	0.16	0.34	0.34	0.14	0.32	0.32
Sat Flow, veh/h	1757	3505	1530	3408	3245	295	3408	3505	1540	1757	3038	467
Grp Volume(v), veh/h	120	174	34	207	93	97	293	500	41	141	477	476
Grp Sat Flow(s),veh/h/ln	1757	1752	1530	1704	1752	1788	1704	1752	1540	1757	1752	1752
Q Serve(g_s), s	4.8	3.4	1.5	4.2	3.6	3.6	6.0	8.4	1.4	5.7	19.4	19.4
Cycle Q Clear(g_c), s	4.8	3.4	1.5	4.2	3.6	3.6	6.0	8.4	1.4	5.7	19.4	19.4
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	234	551	240	486	292	298	535	1184	520	241	557	557
V/C Ratio(X)	0.51	0.32	0.14	0.43	0.32	0.33	0.55	0.42	0.08	0.59	0.86	0.86
Avail Cap(c_a), veh/h	341	1526	666	492	660	673	545	1485	653	277	740	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	28.5	27.7	29.8	28.0	28.0	29.6	19.5	17.2	30.9	24.4	24.4
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.2	0.2	0.2	0.6	0.1	0.0	1.0	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.6	0.6	2.0	1.8	1.8	2.9	4.0	0.6	2.8	10.3	10.3
LnGrp Delay(d),s/veh	31.4	28.6	27.8	30.1	28.2	28.2	30.2	19.6	17.2	31.9	30.4	30.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		328			397			834			1094	
Approach Delay, s/veh		29.6			29.2			23.2			30.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	17.5	15.4	29.1	13.5	18.2	13.8	30.7				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 11	* 33	* 12	* 32	* 15	28.7	* 12	32.3				
Max Q Clear Time (g_c+I1), s	6.2	5.4	8.0	21.4	6.8	5.6	7.7	10.4				
Green Ext Time (p_c), s	0.1	0.6	0.1	2.5	0.0	0.6	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			27.9									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	170	20	760	380	40	80	860	490	550	440	160
Future Volume (veh/h)	130	170	20	760	380	40	80	860	490	550	440	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	134	175	18	784	392	0	82	887	0	567	454	56
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	246	25	842	487	414	218	1002	448	624	1208	531
Arrive On Green	0.13	0.15	0.15	0.25	0.26	0.00	0.12	0.29	0.00	0.18	0.34	0.34
Sat Flow, veh/h	1757	1641	169	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	134	0	193	784	392	0	82	887	0	567	454	56
Grp Sat Flow(s),veh/h/ln	1757	0	1810	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	7.9	0.0	11.3	25.0	22.1	0.0	4.8	26.9	0.0	18.1	10.8	2.7
Cycle Q Clear(g_c), s	7.9	0.0	11.3	25.0	22.1	0.0	4.8	26.9	0.0	18.1	10.8	2.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	271	842	487	414	218	1002	448	624	1208	531
V/C Ratio(X)	0.57	0.00	0.71	0.93	0.81	0.00	0.38	0.88	0.00	0.91	0.38	0.11
Avail Cap(c_a), veh/h	301	0	624	983	846	719	237	1143	511	737	1427	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	44.9	40.9	38.2	0.0	44.6	37.9	0.0	44.4	27.4	24.7
Incr Delay (d2), s/veh	0.8	0.0	1.3	12.9	1.2	0.0	0.4	7.1	0.0	12.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	5.7	13.3	11.4	0.0	2.3	13.9	0.0	9.6	5.2	1.2
LnGrp Delay(d),s/veh	46.0	0.0	46.2	53.8	39.4	0.0	45.0	45.0	0.0	57.1	27.5	24.8
LnGrp LOS	D		D	D	D		D	D		E	C	C
Approach Vol, veh/h		327			1176			969			1077	
Approach Delay, s/veh		46.1			49.0			45.0			42.9	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	33.4	16.8	43.1	30.4	20.7	23.3	36.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	19.0	50.9	15.0	45.2	32.0	* 38	24.0	36.2				
Max Q Clear Time (g_c+I1), s	9.9	24.1	6.8	12.8	27.0	13.3	20.1	28.9				
Green Ext Time (p_c), s	0.0	1.3	0.0	4.7	0.4	1.3	0.2	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			45.8									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative East Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	90	760	90	90	800	120	140	200	100	180	140	170
Future Volume (veh/h)	90	760	90	90	800	120	140	200	100	180	140	170
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	809	86	96	851	38	149	213	13	191	149	28
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1163	124	122	1279	559	189	475	29	238	500	92
Arrive On Green	0.07	0.36	0.36	0.07	0.36	0.36	0.11	0.14	0.14	0.14	0.17	0.17
Sat Flow, veh/h	1757	3187	339	1757	3505	1531	1757	3351	203	1757	2950	542
Grp Volume(v), veh/h	96	445	450	96	851	38	149	111	115	191	87	90
Grp Sat Flow(s),veh/h/ln	1757	1752	1774	1757	1752	1531	1757	1752	1802	1757	1752	1740
Q Serve(g_s), s	2.8	11.1	11.2	2.8	10.5	0.8	4.3	3.0	3.0	5.4	2.2	2.3
Cycle Q Clear(g_c), s	2.8	11.1	11.2	2.8	10.5	0.8	4.3	3.0	3.0	5.4	2.2	2.3
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.11	1.00		0.31
Lane Grp Cap(c), veh/h	122	639	647	122	1279	559	189	248	255	238	297	295
V/C Ratio(X)	0.79	0.70	0.70	0.79	0.67	0.07	0.79	0.45	0.45	0.80	0.29	0.31
Avail Cap(c_a), veh/h	204	849	859	204	1698	742	511	1124	1156	374	988	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	13.9	14.0	23.6	13.7	10.7	22.4	20.3	20.3	21.6	18.7	18.8
Incr Delay (d2), s/veh	4.2	0.8	0.8	4.2	0.2	0.0	2.7	0.6	0.6	2.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.5	5.5	1.5	5.0	0.3	2.2	1.5	1.5	2.8	1.1	1.1
LnGrp Delay(d),s/veh	27.9	14.7	14.7	27.9	14.0	10.7	25.2	20.9	20.9	24.6	18.9	19.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	B
Approach Vol, veh/h		991			985			375			368	
Approach Delay, s/veh		16.0			15.2			22.6			21.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	12.2	6.6	22.8	8.6	13.6	6.6	22.8				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	11.0	33.1	6.0	25.0	15.0	29.1	6.0	25.0				
Max Q Clear Time (g_c+I1), s	7.4	5.0	4.8	12.5	6.3	4.3	4.8	13.2				
Green Ext Time (p_c), s	0.0	1.5	0.0	5.2	0.0	1.4	0.0	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
1: East St & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	730	130	140	590	350	120	440	180	350	710	40
Future Volume (veh/h)	60	730	130	140	590	350	120	440	180	350	710	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	65	793	28	152	641	273	130	478	143	380	772	38
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	83	945	408	185	780	332	161	581	173	414	1235	61
Arrive On Green	0.05	0.27	0.27	0.11	0.33	0.33	0.09	0.22	0.22	0.24	0.36	0.36
Sat Flow, veh/h	1757	3505	1513	1757	2379	1013	1757	2646	785	1757	3398	167
Grp Volume(v), veh/h	65	793	28	152	472	442	130	315	306	380	398	412
Grp Sat Flow(s),veh/h/ln	1757	1752	1513	1757	1752	1640	1757	1752	1679	1757	1752	1813
Q Serve(g_s), s	3.1	17.9	1.2	7.1	20.7	20.8	6.1	14.3	14.5	17.7	15.7	15.7
Cycle Q Clear(g_c), s	3.1	17.9	1.2	7.1	20.7	20.8	6.1	14.3	14.5	17.7	15.7	15.7
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.47	1.00		0.09
Lane Grp Cap(c), veh/h	83	945	408	185	574	538	161	385	369	414	637	659
V/C Ratio(X)	0.78	0.84	0.07	0.82	0.82	0.82	0.81	0.82	0.83	0.92	0.62	0.63
Avail Cap(c_a), veh/h	84	1039	448	189	624	584	210	419	401	462	670	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	28.9	22.8	36.7	25.9	25.9	37.3	31.1	31.1	31.2	21.9	21.9
Incr Delay (d2), s/veh	34.2	5.2	0.0	22.3	7.3	7.8	12.1	10.2	11.5	21.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	9.3	0.5	4.6	11.1	10.5	3.5	8.0	7.9	11.0	7.7	8.0
LnGrp Delay(d),s/veh	73.6	34.1	22.8	58.9	33.2	33.7	49.4	41.3	42.7	52.2	23.1	23.1
LnGrp LOS	E	C	C	E	C	C	D	D	D	D	C	C
Approach Vol, veh/h		886			1066			751			1190	
Approach Delay, s/veh		36.6			37.1			43.3			32.4	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	26.7	10.7	34.5	6.9	31.5	22.7	22.5				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.1	3.0	4.1	3.0	4.1				
Max Green Setting (Gmax), s	9.0	24.8	10.0	32.0	4.0	29.8	22.0	20.0				
Max Q Clear Time (g_c+I1), s	9.1	19.9	8.1	17.7	5.1	22.8	19.7	16.5				
Green Ext Time (p_c), s	0.0	2.7	0.0	3.7	0.0	3.5	0.1	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			36.7									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
2: Pioneer Ave & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1510	270	340	750	140	320	300	260	210	460	240
Future Volume (veh/h)	200	1510	270	340	750	140	320	300	260	210	460	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	211	1589	99	358	789	44	337	316	80	221	484	179
Adj No. of Lanes	1	3	1	2	2	1	2	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	245	1934	592	363	1230	542	325	679	299	255	608	223
Arrive On Green	0.14	0.38	0.38	0.11	0.35	0.35	0.10	0.19	0.19	0.15	0.24	0.24
Sat Flow, veh/h	1757	5036	1541	3408	3505	1544	3408	3505	1546	1757	2497	917
Grp Volume(v), veh/h	211	1589	99	358	789	44	337	316	80	221	339	324
Grp Sat Flow(s),veh/h/ln	1757	1679	1541	1704	1752	1544	1704	1752	1546	1757	1752	1661
Q Serve(g_s), s	10.6	25.6	3.8	9.5	17.0	1.7	8.6	7.2	4.0	11.1	16.4	16.6
Cycle Q Clear(g_c), s	10.6	25.6	3.8	9.5	17.0	1.7	8.6	7.2	4.0	11.1	16.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	245	1934	592	363	1230	542	325	679	299	255	427	405
V/C Ratio(X)	0.86	0.82	0.17	0.99	0.64	0.08	1.04	0.47	0.27	0.87	0.79	0.80
Avail Cap(c_a), veh/h	323	2143	656	363	1230	542	325	936	413	341	641	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	25.0	18.3	40.3	24.5	19.6	40.8	32.2	30.9	37.7	32.0	32.1
Incr Delay (d2), s/veh	13.6	2.2	0.0	43.7	0.9	0.0	60.1	0.2	0.2	13.2	2.1	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	12.2	1.6	6.6	8.4	0.7	6.7	3.5	1.7	6.3	8.2	7.8
LnGrp Delay(d),s/veh	51.6	27.2	18.3	84.0	25.4	19.6	100.9	32.4	31.1	50.9	34.1	34.6
LnGrp LOS	D	C	B	F	C	B	F	C	C	D	C	C
Approach Vol, veh/h		1899			1191			733			884	
Approach Delay, s/veh		29.5			42.8			63.8			38.5	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	39.0	12.0	26.3	16.0	36.0	16.5	21.8				
Change Period (Y+Rc), s	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3	* 3.4	* 4.3				
Max Green Setting (Gmax), s	* 9.6	* 38	* 8.6	* 33	* 17	* 31	* 18	* 24				
Max Q Clear Time (g_c+I1), s	11.5	27.6	10.6	18.6	12.6	19.0	13.1	9.2				
Green Ext Time (p_c), s	0.0	6.9	0.0	2.7	0.0	7.7	0.1	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
3: County Road 102 & Main St

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	270	300	240	250	190	330	670	170	230	1020	160
Future Volume (veh/h)	130	270	300	240	250	190	330	670	170	230	1020	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	141	293	110	261	272	65	359	728	59	250	1109	163
Adj No. of Lanes	1	2	1	2	2	0	2	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	213	489	213	426	403	95	465	1323	582	285	1234	181
Arrive On Green	0.12	0.14	0.14	0.12	0.14	0.14	0.14	0.38	0.38	0.16	0.40	0.40
Sat Flow, veh/h	1757	3505	1528	3408	2811	659	3408	3505	1541	1757	3060	449
Grp Volume(v), veh/h	141	293	110	261	168	169	359	728	59	250	634	638
Grp Sat Flow(s),veh/h/ln	1757	1752	1528	1704	1752	1718	1704	1752	1541	1757	1752	1757
Q Serve(g_s), s	6.7	6.9	5.9	6.4	8.0	8.2	8.9	14.3	2.2	12.2	29.7	29.9
Cycle Q Clear(g_c), s	6.7	6.9	5.9	6.4	8.0	8.2	8.9	14.3	2.2	12.2	29.7	29.9
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	213	489	213	426	251	246	465	1323	582	285	706	708
V/C Ratio(X)	0.66	0.60	0.52	0.61	0.67	0.69	0.77	0.55	0.10	0.88	0.90	0.90
Avail Cap(c_a), veh/h	350	1332	581	427	523	512	497	1323	582	420	826	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	35.5	35.0	36.4	35.6	35.8	36.6	21.5	17.7	36.0	24.5	24.6
Incr Delay (d2), s/veh	1.3	0.4	0.7	1.9	1.1	1.3	6.0	0.3	0.0	9.8	10.4	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.4	2.5	3.1	3.9	4.0	4.6	6.9	0.9	6.7	16.3	16.5
LnGrp Delay(d),s/veh	38.2	35.9	35.8	38.3	36.8	37.0	42.7	21.8	17.7	45.8	34.9	35.4
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	D
Approach Vol, veh/h		544			598			1146			1522	
Approach Delay, s/veh		36.5			37.5			28.1			36.9	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	17.8	15.4	40.3	14.0	18.1	17.6	38.1				
Change Period (Y+Rc), s	* 3.4	* 5.5	* 3.4	* 4.9	* 3.4	5.5	* 3.4	4.9				
Max Green Setting (Gmax), s	* 11	* 33	* 13	* 41	* 18	26.2	* 21	33.1				
Max Q Clear Time (g_c+I1), s	8.4	8.9	10.9	31.9	8.7	10.2	14.2	16.3				
Green Ext Time (p_c), s	0.1	1.1	0.1	3.5	0.0	1.1	0.1	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			34.3									
HCM 2010 LOS			C									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
4: County Road 102 & Maxwell Ave

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	250	20	800	610	110	80	800	480	870	440	160
Future Volume (veh/h)	150	250	20	800	610	110	80	800	480	870	440	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	155	258	19	825	629	0	82	825	0	897	454	51
Adj No. of Lanes	1	1	0	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	352	26	863	655	557	179	725	324	772	1162	510
Arrive On Green	0.11	0.21	0.21	0.25	0.36	0.00	0.10	0.21	0.00	0.23	0.33	0.33
Sat Flow, veh/h	1757	1695	125	3408	1845	1568	1757	3505	1568	3408	3505	1540
Grp Volume(v), veh/h	155	0	277	825	629	0	82	825	0	897	454	51
Grp Sat Flow(s),veh/h/ln	1757	0	1819	1704	1845	1568	1757	1752	1568	1704	1752	1540
Q Serve(g_s), s	12.2	0.0	20.1	33.7	47.1	0.0	6.2	29.2	0.0	32.0	14.0	3.2
Cycle Q Clear(g_c), s	12.2	0.0	20.1	33.7	47.1	0.0	6.2	29.2	0.0	32.0	14.0	3.2
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	0	378	863	655	557	179	725	324	772	1162	510
V/C Ratio(X)	0.83	0.00	0.73	0.96	0.96	0.00	0.46	1.14	0.00	1.16	0.39	0.10
Avail Cap(c_a), veh/h	199	0	429	869	691	587	187	725	324	772	1162	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	0.0	52.2	52.0	44.6	0.0	59.7	56.0	0.0	54.6	36.3	32.6
Incr Delay (d2), s/veh	22.0	0.0	4.4	20.4	23.8	0.0	0.7	78.4	0.0	86.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	10.5	18.3	28.3	0.0	3.1	22.0	0.0	24.3	6.8	1.4
LnGrp Delay(d),s/veh	83.9	0.0	56.6	72.4	68.4	0.0	60.4	134.4	0.0	141.2	36.3	32.7
LnGrp LOS	F		E	E	E		E	F		F	D	C
Approach Vol, veh/h		432			1454			907			1402	
Approach Delay, s/veh		66.4			70.6			127.7			103.3	
Approach LOS		E			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	54.2	17.4	51.6	38.7	33.5	35.0	34.0				
Change Period (Y+Rc), s	3.0	4.1	3.0	4.8	3.0	* 4.1	3.0	4.8				
Max Green Setting (Gmax), s	16.0	52.9	15.0	46.2	36.0	* 33	32.0	29.2				
Max Q Clear Time (g_c+I1), s	14.2	49.1	8.2	16.0	35.7	22.1	34.0	31.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	4.3	0.1	1.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			93.5									
HCM 2010 LOS			F									
Notes												

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
5: East St & Gibson Rd

Cumulative Full Buildout Alternative
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	760	130	290	790	190	120	280	220	260	350	230
Future Volume (veh/h)	100	760	130	290	790	190	120	280	220	260	350	230
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	106	809	125	309	840	76	128	298	71	277	372	128
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	880	136	341	1434	627	158	488	114	310	666	226
Arrive On Green	0.08	0.29	0.29	0.19	0.41	0.41	0.09	0.17	0.17	0.18	0.26	0.26
Sat Flow, veh/h	1757	3029	468	1757	3505	1533	1757	2805	657	1757	2561	868
Grp Volume(v), veh/h	106	468	466	309	840	76	128	184	185	277	253	247
Grp Sat Flow(s),veh/h/ln	1757	1752	1744	1757	1752	1533	1757	1752	1709	1757	1752	1677
Q Serve(g_s), s	5.4	23.3	23.3	15.5	16.8	2.8	6.5	8.8	9.0	13.9	11.3	11.6
Cycle Q Clear(g_c), s	5.4	23.3	23.3	15.5	16.8	2.8	6.5	8.8	9.0	13.9	11.3	11.6
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.38	1.00		0.52
Lane Grp Cap(c), veh/h	133	509	507	341	1434	627	158	305	297	310	455	436
V/C Ratio(X)	0.79	0.92	0.92	0.91	0.59	0.12	0.81	0.60	0.62	0.89	0.56	0.57
Avail Cap(c_a), veh/h	214	544	541	350	1434	627	292	643	627	311	662	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	31.0	31.0	35.6	20.7	16.6	40.3	34.4	34.5	36.4	28.9	29.0
Incr Delay (d2), s/veh	4.0	19.5	19.5	24.9	0.4	0.0	3.7	0.9	1.0	25.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	14.1	14.0	9.9	8.1	1.2	3.3	4.3	4.3	9.0	5.5	5.4
LnGrp Delay(d),s/veh	45.0	50.5	50.5	60.4	21.2	16.6	44.0	35.3	35.5	62.0	29.3	29.4
LnGrp LOS	D	D	D	E	C	B	D	D	D	E	C	C
Approach Vol, veh/h		1040			1225			497			777	
Approach Delay, s/veh		49.9			30.8			37.6			41.0	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	20.6	9.9	40.9	11.1	28.4	20.5	30.2				
Change Period (Y+Rc), s	3.0	4.9	3.0	4.0	3.0	4.9	3.0	4.0				
Max Green Setting (Gmax), s	16.0	33.1	11.0	35.0	15.0	34.1	18.0	28.0				
Max Q Clear Time (g_c+I1), s	15.9	11.0	7.4	18.8	8.5	13.6	17.5	25.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	6.0	0.0	3.4	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			39.6									
HCM 2010 LOS			D									