AM (E)		Fri Nov 13,	2015	14:26:09		Page	e 3-1	AM (E)		Fri Nov 13, 2	015 14:	:26:09		Pa	Page 4-1
		BROOKS EXISTIN	BROOKSIDE PROJECT EXISTING CONDITIONS AM PEAK HOUR	CONS						BROOKSIDE PROJECT EXISTING CONDITION AM PEAK HOUR	(SIDE PROJECT NG CONDITIONS PEAK HOUR	T. No.	 		
ICU 1	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (future Volume Alterna	1 Of Service Length %) *******	e Computa Method (F ******	Level Of Service Computation Report Cycle Length %) Method (Future Volume Alternat	: le Alter *****	native)	* * * * * * * * * * * * * * * * * * *	ICU 1 (Level 1 (Loss as Cycle *********	Level Of Service Computation Report Cycle Length %) Method (Future Volume Al	e Computat Method (Fu	tation Report (Future Volume	e Alter *****	Alternative)	* * * * * * * * * * * * * * * * * * *
Intersection	Intersection #1 Lemon Ave/Amar Rd	Amar Rd	*****	*****	* * * * * * * * *	* *	******	Intersection #2	Lemo	eadown Pass H	eight-N	s Height-Meadow Pass Rd ***********	Rd ****	* * * * * * * * * * * * * * * * * * *	*******
Cycle (sec): Loss Time (sec): Optimal Cycle:	100 100 100 100 100 100 100 100 100 100	*	Critic Averag Level	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	o.(X): c/veh): *****	0 X ** ** ** **	0.742 XXXXXX C C	Cycle (sec): Loss Time (sec): Optimal Cycle:	100 100 100 100 100 100 100 100 100 100	Critical Average Level Of	Critical Average [Level Of	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	.(X): c/veh):	× * * * * * * * * * *	0.543 XXXXXX A A *********
Approach: Movement:	North Bound L - T -	-	South Bound - T - R	East Bound I - T -	ound - R	West Bound L - T -	Bound - R	Approach: Movement:	North Bound L - T - R	=	und - R	East Bo L - T	Bound	West L -	West Bound - T - R
Control: Rights: Win Green:	Split Phase Include	Split Ind	Split Phase Include	Protected Include	sed lde	Protected Include	otected Include	Control: Rights: Min Green:	Protected Include	rot In	ed de	Permitted Include	ted ted	Peri	Permitted Include
Y+R: Lanes:	4.0	4.0	4.0 4.0 0 0 1	4.	1 0 1	4	.0 4.0 1 1 0		4.0 4.0 4. 1 0 1 1 0	.0 4.0 4.0 0 1 0 1	4.0	4.0 4.0 0 0 1!	4.0	4.0 4 1 0	.0 4.0
Volume Module:	e: 263 31 12		25 28		- 600	ν σ <i>σ σ σ</i>	3	Volume Module	180	<u> </u> -	_ 	-	_ α Ι	1 33	07
Growth Adj:	1.00 1	1.00 1.	Ä	7		\vdash	0 1.00	Growth Adj:	1.00 1	_	1.00	1.00 1.00	1.00	100	00.1.00.
Added Vol:		0 0	1	90%	267	0,00	7 T O	Added Vol:		000	т О Т	7 0 1	00	133	0 0
PasserByVol: Initial Fut:	31	20		0 0 5 954	0 293			PasserByVol: Initial Fut:	580	0 88	1 0		0 &		
User Adj: PHF Adj:	1.00 1.00 1.00 0.88 0.88 0.88	00 1.00 1.00 88 0.88 0.88	00 1.00 88 0.88	1.00 1.00 0.88	1.00	1.00 1.00 0.88 0.88	0 1.00 8 0.88	User Adj: PHF Adj:	1.00 1.00 1.00 0.86 0.86 0.86	0 1.00 1.00 6 0.86 0.86	1.00	1.00 1.00 0.86 0.86	1.00	-0	.00 1.00
PHF Volume:		23			333			PHF Volume:	674	100	П С		0 0	155	2 92
Reduced Vol:	32	23		6 1084	333			Reduced Vol:	674	100			900	,	
FCE AAJ: Mlf Adj: -:		1.00 1.	-ii	1.00 1.00	1.00	1.00 1.00	0 T.00		1.00 1.00 1.00	1.00 1	1.00	1.00 1.00	1.00	1.00 1.	.00 1.00
Finalvolume:	35		40 32	6 1084 	333	0 A D A	8 	FinalVolume:	/ 6/4 /U		→ 	7 1	- C	155	76 7
Saturation E Sat/Lane:	dule: 1600	1600		1600 1600	-	00		r Fl	dule: 1600 1	1600 1	1600		1600		
Adjustment: Lanes:	1.00 1.00 1.00 1.79 0.21 1.00	1.00	1.00 1.00 0.64 1.00	1.00 1.00 1.00		1.00 1.00 1.00 1.97	0 1.00 7 0.03	Adjustment: Lanes:	1.00 1 1.53 0	0 _	1.00	1.00 1.00 0.09 0.18	1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00
Final Sat.:	337	582		1600 2448	=	00		Final Sat.:	2442	3 1600	4		4 -		1
ity Ana at: Moves: *****	0 *	. 09 0.04 0.04 **** ******************************	04 0.02	0.04 0.02 0.00 0.44	0 . 44 	**************************************	******	Capacity Anal Vol/Sat: Crit Moves: *******	Vsis Module: 0.00 0.28 0.2. ****	8 0.06 0.28 **** ****	0.28	0.00 0.01	0.01	0.10 0.00	90.0 00

AM (E)		Fri Nov 13, 2	2015 14	:26:09		Page	e 5-1	AM (E)		Fri	i Nov 13,	2015 1	4:26:09		Page	re 6-1
		BROOKSIDE PROJECT EXISTING CONDITIONS AM PEAK HOUR	PROJEC CONDITIC HOUR	T.C.							BROOKSIDE EXISTING CC AM PEAK	OOKSIDE PROJECT STING CONDITIONS AM PEAK HOUR	ECT IONS			
ICD	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat	Level Of Service Computation Report Cycle Length %) Method (Future Volume	Computation (Fu	Service Computation Report th %) Method (Future Volum	e Alternat	native) ******	* * * * * * *	ICU 1 (Los	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Level O Cycle Le	Level Of Service Cycle Length %) M6	ce Computation Method (Futur	e Computation Report Method (Future Volume	e Alte *****	rnative) *******	* * * * *
Intersectio	Intersection #3 Lemon Ave/La Puente Rd	a Puente Rd	****	******	*****	****	*****	Intersection	#4	Ave/Valley	Lemon Ave/Valley Blvd *********	*****	********	****	*****	*****
Cycle (sec): Loss Time (sec) Optimal Cycle:	100	Critical Vol./Cap.(X) Average Delay (sec/ve Level Of Service:	Critica Average Level (Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	.(X): c/veh):): xx (4)	0.844 xxxxxx D	Cycle (sec): Loss Time (sec) Optimal Cycle:	c):	100		Critical Average Level Of	Critical Vol./Cap.(X) Average Delay (sec/ve Level Of Service:	c/veh)	X :	0.880 xxxxxxx D
Approach: Movement:	North Bound L - T - R	South Bound	ound - R	East Bound L - T -	ound - R	× ⊕ I	Bound - R	Approach: Movement:	North B	ound - R	South L - T	Bound .	East Bound	und - R	West I - T	Bound .
Control: Rights:	Protected Include	-	ed Ide	Protected Include	ed	Protected Include	cted lude	Control: Rights:			Protected Ovl	cted	Protected Include	i ed ed de	Prote	Protected Include
Y+R: Lanes:	4.0 4. 0 1 1 0	4.0 4.	4.0	4.0	4.0	4.0 4.0 1 0 1	1 0) 	4.0 4.0 1 0 1	4.0	4.0 4.0 1 0 2	4. 0 1	4.0 4.0 1 0 2	4.0	0	4.0 4.0 1 1 0
Volume Module							_ 	Volume Modul	_ a	 - - - - -		ļ				
Base Vol: Growth Adj:	164 411 92 1.00 1.00 1.00	2 253 557 0 1.00 1.00	1.00	1.00 1.00	231	201 297 1.00 1.00	205	Base Vol: Growth Adj:	153 446	144	98 706 1.00 1.00	6 226 0 1.00	111 549 1.00 1.00	1.00	216 1109	1.00
Added Vol:	0 0	000	000		T 0 0	-0		Added Vol:					0 0	0 0 0		
Initial Fut:	0 0 164 411	253	96	146 381	231	> ←		rasserbyvoi Initial Fut:			902 86		111	189		
User Adj: PHF Adj:	1.00 1.00 1.00 0.85 0.85	0 1.00 1.00 5 0.85 0.85	1.00	1.00 1.00 0.85 0.85	1.00	1.00 1.00 0.85 0.85	0 1.00 5 0.85	User Adj: PHF Adj:	1.00 1.00 0.96 0.96	1.00	1.00 1.00 0.96 0.96	0 1.00 6 0.96	1.00 1.00 0.96 0.96	1.00	1.00 1.00 0.96 0.96	1.00 16 0.96
PHF Volume: Reduct Vol:	484	298	113	172 448 0 0	272	60		PHF Volume: Reduct Vol:	159 465 0 0		102 73 0		116	197		
Reduced Vol	: 193 484		113	172 448	272	· ·		Reduced Vol:	46	150			116	197	10.0	,
PCE Adj: MLF Adj:	1.00	1.00 1.00	1.00 1.00		1.00	1.00 1.00		PCE AGJ: MLF AGJ:	1.00 1.00	1.00	1.00 1.00	0 1.00	1.00 1	1.00	1.00 1.00	1.00
FinalVolume:	193 484 	8 298 655	113	172 448	272	236 34	241	FinalVolume: OvlAdjVol:	: 159 465	150				/.6T	225 11	
	FJ	1600	1600	1600 1600	1600	1600 1600		Saturation E	-			 			i - - - - -	— ! !
Adjustment: Lanes:	1.00 1.00 1.00 1.00 1.63 0.37	0 1.00 1.00 7 1.00 2.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.18	0 1.00 8 0.82	Sat/Lane: Adjustment:	1600 1600	1600	1600 1600 1.00 1.00		1600 1600 1.00 1.00	1600	1600 1600 0.90 1.00	00 1600 00 1.00
Final Sat.:	1600 2615	1600	1600	1600 1992	1208		ł	Lanes: Final Sat.:		0		0 1.00	1.00 2.23	0.77	00	
Capacity Analysis Vol/Sat: 0.12		-	0.07	0.11 0.23	0.22	0.15 0.1	8 0.18	Capacity Ana	lysis Mod	Φ		'				'
Crit Moves:	Crit Moves: **** ********************************	***********	****	****	****	****	*****	Vol/Sat: OvlAdiV/S:	0.10 0.19	0.19	0.06 0.2	3 0.15 0.07	0.07 0.16	0.16	0.08 0.38	0.38
								Crit Moves:	****	* * * * * *	* * * * * * * *	* * * * * * * *	****	****	* * * * * * * * * * * * * * * * * * * *	* * * * * * *

AM (E)	Fri	Fri Nov 13, 2015	14:26:09	Page 7-1	PM (E)	Fri	Nov 13, 2015	14:27:07	щ	Page 3-1
		BROOKSIDE PROJECT EXISTING CONDITIONS AM PEAK HOUR	JECT TIONS R				BROOKSIDE PROJECT EXISTING CONDITIONS PM PEAK HOUR	ECT IONS		
)	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative)	Of Service Computation Report .ized Method (Future Volume Al.	tation Report ure Volume Alternates	ative) ******	ICU 1 (Level Of Ser 1(Loss as Cycle Length	rvic %) ***	Report Volume	Alternative) ********	******
Intersection	Intersection #5 Meadow Pass Rd/Colt in ************************************	/Colt Ln ******	************	***********	Intersection	#1 Lemon Ave/Amar Rd ***********	****	************	*	********
Average Delay (sec/veh):	* * * *	0.2 Wors	Worst Case Level Of Service:	ervice: B[11.3]	Cycle (sec):	100	Critical	cal Vol./Cap.(X):		0.670
Approach:	North Bound	South Bound	East Bound	est Fest	Optimal Cycle:	*** ** ** * *	**************************************		****	* * * * * * * * * * * * * * * * * * *
Control:	Stop Sign	Stop Sign	Uncontrolle	Uncontrolle	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West	t Bound T - R
Lanes:	0	0 0 11 0 0	1 0	0 0 0 1 0	Control:	Split Phase	Split Phase	Protected	Pro	Protected Trainde
Volume Module:	::			_	Min. Green:	0	0	0 0	0	0 0
Base Vol: Growth Adi:	0 0 0 1.00 1.00 1.00	3 0 3 1.00 1.00 1.00	3 257 1.00 1.00 1.0	1.00 1	Y+R: Lanes:	4.0 4.0 4.0	4.0 4.0 4.0 0 1 0 0 1	4.0 4.0 1 0 1 1	4.0 4.0 0 1 0	4.0 4.0 1 1 0
Initial Bse:	0	0	3 257	0 166					<u>+</u>	
Added Vol:	0 0		00		ne Modul	e: 255 27 166	7 20	10 005	00	716
Initial Fut:	0	0	257	0 166	Growth Adj:	0 1.00 1	1.00 1.	1.00 1.00 1	1.00	0 1.
User Adj:	.00 1.00 1.00	1.00	1.00 1.00	1.00 1.00	Initial Bse:	37	24	19 905	86	
B PHF Volume:	60.0	4 0.69	0.03 0.63 0.0	0.03 0.03 0	Added Vol: PasserBvVol:			o c		
Reduct Vol:	0	0	0 0	0 0	Initial Fut:	37	24	19 905	86	
FinalVolume:	0 0	4 0	4 4 372 (0 0 241 4	User Adj:	1.00	00 1.00	1.00 1.00	1.00	
Critical Gap Module:	 Module:	1 1 1 1 1 1 1 1 1 1 1	 		FHF AGJ: PHF Volume:	277 40 180	. 32	0.92 0.92 0.92 21 984 182	107	778 0.92 778 29
Critical Gp:x	Gp:xxxxx xxxxx	6.5		XXXXX XXXX X	Reduct Vol:	0	0 0	0		
FollowUpTim:xxxxx	XXXXX XXXX XXXX	4.0 3.	2.2 xxxx	XXXX XXXX	Reduced Vol:	40	26	21 984	107	
			:		PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00
Chflict Vol:	capacity module: Cnflict Vol: xxxx xxxx xxxxx	624		XXXXX XXXX X	- m	40	26	21 984	107	
Potent Cap.: xxxx	XXXXX XXXX XXXX	404		XXXXX XXXX X	1					
Move Cap.:	XXXX XXXX XXXX	451 403 801	1 1333 xxxx xxxxx	XXXXX XXXX XXXXX	Saturation Fl	Flow Module:	1600 1600 1600	1600 1600 1600	1600	1600 1600
					Adjustment:	1.00	1.00	1.00 1.00	1.00	
Level Of Service Module:			c c			0.25		1.00 1.69	1.00	
ZwayyothQ: xxxx xxxx	XXXXX	XXXX	0.0 XXXX	XXXX XXXX	Final Sat.:	2/95 405 1600		T0/7 009T	499 I600	3084 116
LOS by Move:	***	* * * * * * * * * * * * * * * * * * * *		*******	Capacity Analysi	Vsis Module:				
Movement:	LT - LTR - RT		급		Vol/Sat:	0 0.10 0.1	0	0.01 0.3	0	.25 0.25
Shared Cap.: xxxx	* * * * * * * * * * * * * * * * * * * *	xxxx 577 xxxxx xxxxx 0.0 xxxxx	XXXXX XXXX XXXX X	XXXXX XXXX XXXXX X	Crit Moves: ********	****	****	****	* * * * * * * * * * * * * * * * * * * *	*****
Shrd ConDel:>	XXXXX XXXX	11.3	XXXXXXXX	XXXX XXXXX						
Shared LOS:	*	Д (,		* *						
ApproachDel:	*****	11.3	*****	*****						
***********	D ************************************	**********	·***********	***********						
Note: Queue	Note: Queue reported is the number of cars per lane.	mber of cars p	er lane.							
*****	***************************************	****	******	************						

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PM (E)	F1	Fri Nov 13, 2015 1	14:27:07		Page 4-1	PM (E)	Fri	i Nov 13, 2015 14	:27:07	Page 5-1
		BROOKSIDE PROJECT EXISTING CONDITIONS PM PEAK HOUR	ECT IONS					BROOKSIDE PROJECT EXISTING CONDITIONS PM PEAK HOUR	CT ONS	
1CU 1	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat	Level Of Service Computation Report Cycle Length %) Method (Future Volume ************************************	ation Report Future Volume	Alternativ *******	1.Ve) ******	ICU 1 (:	Level C (Loss as Cycle Le	<pre>Level Of Service Computation Report Cycle Length %) Method (Future Volume ************************************</pre>	* * *	ternative) ********
Intersection	Intersection #2 Lemon Ave/Meadown Pass Height-Meadow Pass Rd ************************************	adown Pass Height	-Meadow Pass Rd	p	********	Intersection	Intersection #3 Lemon Ave/La	Puente Rd	Puente Rd ************************************	******
<pre>Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************</pre>	Cycle (sec): 100 Loss Time (sec): 10 Optimal Cycle: 33 ***********************************	Critical Vol./Cap.(X): Average Delay (sec/veh Level Of Service: ************************************	<pre>Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service: ************************************</pre>	* * *	0.498 XXXXXX A A A A A A A *******	<pre>Cycle (sec): Loss Time (sec) Optimal Cycle: ***********************************</pre>	100 c): 10 : 51 ******	Critical Average I Level Of	<pre>Critical Vol./Cap.(X): Average Delay (sec/veh): Level Of Service: ************************************</pre>	0.709 XXXXX XXXXX C C C
Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound	Н	West Bound - T - R	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West Bound L - T - R
Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 4.0 4.0 4.0 1 1 0	Protected Include 0 0 0 4.0 4.0 4.0 1 0 1 0 0	Permitte Include 0 0 0 0 0 0	d 0 0 0 4.0 4.0	Permitted Include 0 4.0 4.0 1 0 1	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 0 4.0 4.0 4.0 1 0 1	Protected Include 0 0 0 0 4.0 4.0 4.0 1	Protected	Protected Include 0 0 0 0 0 0 0 0 1 1 0 1 1 0
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PRE Adj: PHF Volume: PRED Adj: PRED	Volume Module: Base Vol: Growth Adj: 1.00 1.00 1.00 Initial Bse: 2 721 192 Added Vol: 0 0 0 0 EasserByVol: 0 0 0 0 Initial Fut: 2 721 192 User Adj: 1.00 1.00 1.00 HF Volume: 2 775 206 PCE Adj: 0.93 0.93 0.93 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00	1.00 1.00	1.00 1.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	dul 3. se	8.0 666 177 1.00 1.00 1.00 306 666 177 306 666 177 1.00 1.00 1.00 326 709 188 326 709 188 1.00 1.00 1.00 326 709 188 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	137 351 84 1.00 1.00 1.00 137 351 84 1.00 1.00 1.00 0.94 0.94 0.94 146 373 89 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.38 1.00 1.00 1.00 1.04 407 138 0 0 0 0 1.00 1.00 1.00 0.94 0.94 0.94 111 433 147 0 0 0 111 433 147 1.00 1.00 1.00 1.11 433 147 0 0 0 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.0	85 223 122 1.00 1.00 1.00 85 223 122 0 0 0 0 0 0 0 0 0 0.94 0.94 0.94 0.94 0.94 0.94 0.90 237 130 1.00 1.00 1.00 1.00 1.00 1.00
CIIC MOVES:	* * * * *	*********	*******	*******	*******	CIIC MOVES:	***********	*******	*************	************

PM (E)		Fri Nov 1	13, 2015	14:27:07	7.0		Page	e 6-1	PM (E)		Fri Nov 1	13, 2015 1	14:27:07		Page '	7-1
		BROOF EXISTI	BROOKSIDE PROJECT EXISTING CONDITIONS PM PEAK HOUR	OJECT ITIONS JR							BROOKSID EXISTING PM PEA	BROOKSIDE PROJECT XISTING CONDITIONS PM PEAK HOUR	ECT			
ICU 1 ************************************	Level Of Service Computation Report IEVEL Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat ***********************************	1 Of Service Computer 8. Method ************************************	Service Computation Report th %) Method (Future Volum ***********************************	utation (Future ******	utation Report (Future Volume ************************************	Alternat ******** ***************************	I	VO()	**************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ***********************************	Level Of Service Unsignalized Method ************************************	ce Computati hod (Future ************************************	Computation Report (Future Volume Alternative ***********************************	rnative ******	* * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
Cycle (sec): Loss Time (sec) Optimal Cycle:	Cycle (sec): 100 Critical Vol./Cap.(X): 10 Average Delay (sec/veh): Optimal Cycle: 77 Level Of Service:	+ + + + + + + + + + + + + + + + + + +	Critic	tical Verage De.	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	(X): /veh):	+	X X X X X X X X X X X X X X X X X X X	Average Delay ************************************	y (sec/veh): ************** North Bound	0.2 ************************************	Worst ************************************	Case Level Of Se ************************************	Servic ******	Of Service: B[10 ************************************	10.4] ******* Bound
Approach: Movement:	North Bound L - T - F	Sout R L -	South Bound - T - I	- H	East Bound - T -	nd R		- Δ'	Control:	Stop Sign	st	Sign	 Uncontro	+	Uncontro	11ed
Control: Rights:	Protected Include	Prc	Protected Ovl		Protected Include	- - 10 (11)	Protected Include	otected Include	Lanes:	0 0 0 0 0	0 0	1:00	1 0 1 0	0 0	0	1 0
Min. Green: Y+R:	4.0 4.0 4	0 0 0.0		4.		0.4	0.0	0 4.0	Volume Module Base Vol:	0 0 : •	ε - 0	0 1	3 195	. 0	0 143	- 4
Lanes:	1 0 1 1		0	1 1	0		2 0 1	\vdash	Growth Adj:	1.00 1.00 1.00	1.0	.00 1.00	1.00 1.0	00.	\vdash	1.00
Volume Module:	162 617	014		151 197	7 1075	- 71°	342 71.	7 157	Added Vol:				, 00	000		* 0 0
Growth Adj:	1.00 1.00 1	1.00	1.00 1.00	٦	1.00			\vdash	Initial Fut:	0	o m	0	3 195			24
Initial Bse: Added Vol:	162 617 0 0	110		19	7 1075 0 0	215 0	342 71	7 157 0 0	User Adj: PHF Adi:	1.00 1.00 1.00 0.91 0.91 0.91	1.00 1	.91 0.91	1.00 1.00 0.91 0.91	1.00 1.00	1.00 1.00 0.91 0.91	1.00 0.91
PasserByvol:	0 (7				PHF Volume:	0 0	m	0	3 214			4 (
9 Initial fut: User Adj:	1.00	1.00			1.00) 15/ 0 1.00	FinalVolume:	00	0 8	0 0	0 0 3 214	00	0 0 0	0 4
PHF Adj:	0.98 0.98 0.98	0.98	0.98 0.98		1097	0.98 0	349 0.98	8 0.98				 			 	
Reduct Vol:	0	10			0					Gp:xxxxx xxxx xxxxx	9	6.5 6.2	4.1 xxxx	XXXXX XXXXX	XXXX	XXXXX
Reduced Vol:	630	112	537 154		1097	219	349 732	2 160	FollowUpTim:xxxxx	XXXXX XXXX XXXXX	3.5	ω.	2.2 xxxx	XXXXX XXXXX	XXXX	XXXXX
MLF Adj:		1.00			1.00		1.00 1.00						- -	_		=
FinalVolume:	165 630 2	112		154 201 O	160T		349 732		Cnflict Vol: Potent Can .	***** **** ****	380 \$26	380 159 555 891	162 xxxx	XX		XXXXX
			 	= =	 	<u>-</u> 	 		Move Cap.:	XXXX XXXX	625		1430 xxxx x		XXX	XXXXX
Saturation F	Flow Module: 1600 1600 1600	1600	1600 1600	00 1600	1600	1600 1	1600 1600	0 1600	Volume/Cap:	***** **** ***** 	10.0	0.00 0.00	0.00 xxxx	xxxx	XXXX XXXX	×××× -
Adjustment:		1.00			1.00				Level Of Ser	Module						-
Lanes: Final Sat.:	1.00 1.48 0.52 1600 2376 824	1.00	2.00 1.00 3200 1600	00 1.00 00 1600	2.50 4000	0.50 2 800 3	2.00 1.64 3200 2625	4 0.36 5 575	2Way95thQ: xxxx Control Del:xxxxx	XXXX XXXX XXXXX	XXXXX	***** ****	0.0 xxxx xx 7.5 xxxx xx	XXXXX XXXXX	× × × × × × ×	××××× ×××××
	ysis Module:	=		=		<u>-</u> - - !			LOS by Move: Movement:	* * * LT - LTR - RT	* EII	* * LTR - RT	A * LT - LTR -	- RT I	* * LT - LTR ·	* ET *
Vol/Sat: Ovladiv/S:	0	.26 0.07 0	0.17 0.10	10 0.13	0.27	0.27 0	.11 0.28	8 0.28	Shared Cap.: xxxx	XXXXX XXXX XXXX	XXXX X X	675 xxxxx	XX XXXX XXXX XXXX	XXXXX XXXXX	XXXX	×××××
Crit Moves:	* * * * * * * * * * * * * * * * * * * *	* - * -	•	* - * -	*	-	* -	-	Shrd ConDel:xxxx	×××	××××		XXXX XXXX		X X X	××××
****	*	* * * * * * * * * * * * * * * * * * *	* * * * * * *	k k k k k	* * * * * * *	* * * * * *	* * * * * * *	* * * * * * *	Shared LOS: ApproachDel:	*	*	B *	* XXXX * X	*	* XXXXX	*
									ApproachLOS:	÷		Д	*	1	*	
									* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	< < k k k k k k k k k k k k k k k k k k	* (<pre><<pre><<pre><<pre><<pre><<pre><<pre><<pre></pre></pre></pre></pre></pre></pre></pre></pre>	K K K K K	, , , , , , , , , , , , , , , , , , ,	k k k k

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

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BROOKSIDE PROJECT EXISTING CONDITIONS MD PEAK HOUR			BROOKSIDE PROJECT EXISTING CONDITIONS MD PEAK HOUR	ECT TIONS R	
Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alterna	rt ume Alternative) ************************************	ICU 1 (LOSS	Level Of Service Compuis Cycle Length %) Method	ce Computation Report Method (Future Volume Alternative	Ve) *****
#1 Lemon Ave/Amar Rd ************************************	* * * *	Intersection #2 Leg	e/Meadown Pass H *********	*	**********
Cycle (sec): 100 Critical Vol./Cap.(X): Loss Time (sec): 10 Average Delay (sec/veh) Optimal Cycle: 26 ************************************	ap.(X): 0.334 sec/veh): XXXXXX *******************************	Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	100 Critical 10 Average 32 ************************************	Vol./Cap.(X): Delay (sec/veh): Service: ************************************	0.481 XXXXXX XXXXXX X * * * * * * * * * * * *
Approach: North Bound South Bound East Bound Movement: L - T - R L - T - R L - T -	Me L	Approach: Nor- Movement: L -	North Bound South Bound - T - R L - T - R	East Bound W	West Bound - T - R
Control: Split Phase Split Phase Protected Include Include	otected Protected Include Include	01::	Protected Protected Include	Permitted Include	Permitted Include
reen: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Min. Green: 0 Y+R: 4.0 Lanes: 1 0	4.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 4.0 4.0 0 1 0 1
Volume Module: Rase Vol: 73 15 49 12 18 15 17 376	6 81 52 413 10	Volume Module:	165 202 86 288	7 0 6 180	- K
j: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1 81 52	Growth Adj: 1.00 Initial Bse: 0	1.00 1.00 1.0 202 86 28	1.00 1.00 1.00 1.0 2 0 6 18	1.00 1.
	0 0		0 0	000	00
oi: 73 15 49 12 18 15 17 17 17 17 17 17 17 17 17 17 17 17 17	81 52 413	ut: 0	202 86 288		000
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1. 0.96 0.96 0.96 0.	Adj: 1.00 Adj: 0.78	1.00 1.00 1.00 1.00 1.00 0.78 0.78 0.78 0.78	1.0	1.00 1.00 0.78 0.78
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	84 54 0 0	PHF Volume: 0 Reduct Vol: 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	0 0
Reduced Vol: 76 16 51 13 19 16 18 392	84 54	Reduced Vol: 0	110 369	3 0 8	0 106
1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.		1.00 1.00	1.00 1.00 1.00 1	1.00
FinalVolume: 76 16 51 13 19 16 18 392	2 84 54 430 10	FinalVolume: 0	212 259 110 369	1 3 0 8 231 -	0
Flow Module: 1600 1600 1600 1600 1600 1600	1600 1600 1600	Flow Mc	1600 1600 1600	1600 1600 1600 1	1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	5 0.35 1.00 1.95 0.05 3 567 1600 3124 76	Adjustment: 1.00 Lanes: 1.00 Final Sat.: 1600	00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1600 1600
Capacity Analysis Module: Vol/Sat: 0.03 0.03 0.03 0.02 0.02 0.01 0.15 Crit Moves: ****	5 0.15 0.03 0.14 0.14 * ****	Capacity Analysis I Vol/Sat: 0.00 Crit Moves:	Module: 0.13 0.16 0.07 0.12 0.15		0.00 0.07

ation Report Suture Volume Alternative) *************** *********** *******	E PROJECT CONDITIONS				
ICU (Loss as Cycle Level Of Service Computation Report Level Of Service Computation Report Level Of Service Cycle Length & Method (Future Yolnmen Alternative)	AK HOUR		BROOKSIDE PROJECT EXISTING CONDITIONS MD PEAK HOUR		
######################################	-H ∗	Level Of Servic ICU 1(Loss as Cycle Length %) ************************************	e Computation Method (Future	Report Volume Alternative	* * * * * * * * * * * * * * * * * * *
Approach: North Bound South Bound East Bound West Bound Movement: L — T — R L — L — T — R L — T — R L — T — R L — T — R L — T — R L — L — T — R L — L — T — R L — L — T — R L — L — T — R L — L — T — R L M L M L M L M L M L M L M L M L M L	******* 0.464 XXXXXX A	Cycle (sec): 100 Loss Time (sec): 10 Optimal Cycle: 28	<pre>critical Average D Level Of Level Of</pre>	* * * * * * * * * * * * * * * * * * * *	**************************************
Control: Protected Protected Protected Frotected Frotect	East Bound West Bound	h: North Bo t: L - T	ı	nd W R L	t Bound T - R
Volume Module: Base Vol: Base Vol: Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Protected Protected 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Control: Protected Rights: Include Min. Green: 0 0 0 Y+R: 4.0 4.0 4.0 Lanes: 1 0 1 1 0	Protected Protected Provide 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rotected Pr Include 0 0 0 0 4.0 4.0 4.0 2 1 0 2 0	Protected Include 0 0 0 4.0 4.0 0 0 0 0 0 0 0 0 0 0 0 0 0
t: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	*	Volume Module: Base Vol: Growth Adj: 1.00 1.00 1.00 Initial Bse: 52 237 52 Added Vol: 0 0 0 Initial Fut: 52 237 52 Nosr Adj: 1.00 1.00 1.00 PHF Adj: 0.98 0.98 0.98 PHF Volume: 53 242 53 Reduct Vol: 0 0 0 0.98 FE Adj: 1.00 1.00 1.00 FinalVolume: 53 242 53 OvlAdjVol: 53 242 53 OvlAdjVol: 1.00 1.00 1.00 Lanes: 1.00 1.00 1.00 Lanes: 1.00 1.00 1.00 Lanes: 1.00 1.64 0.36 Final Sat.: 1600 2624 576	60 322 129 102 1.00 1.00 1.00 1.00 0 0 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	225 0 69 225 0 69 225 0 69 0 0 0 0 0 0 0.98 0.98 0.98 230 0 0 0 230 0 0 0 0 230 0 0 0 0 230 0 0 0 0	255 1.00 255 35 0 0 0 0 0 0 0 0 0 0 0 0 0

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Page 7	
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Page 7-1	
MD (E) Fri Nov 13, 2015 14:29:49 Page 7-1	BROOKSIDE PROJECT EXISTING CONDITIONS MD PEAK HOUR
MD (E)	

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Approach: Movement:	No	North Bound - T -	ound - R	Sol	South Bound	ound - R	й' П	East Bound - T -	ound - R	I We	West Bound - T -	und - R
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user Adj: PHF Adj:	0.79	0.7	0 ד	0.79	- 0	0.79	1.00 0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume: Reduct Vol:	00	00	0 0	1	00	1	10		00			m 0
FinalVolume:	0	0	0	1	0		1	137	0		181	m
Critical Gap Modu. Critical Gp:xxxxx FollowUpTim:xxxxx	Gap Module: Gp:xxxxx xx im:xxxxx xx	Gap Module: Gp:xxxxx xxxx im:xxxxx xxxx	XXXXX	6.4	6.5	3.3	4.1 2.2	X X X X X X X X X X X X X X X X X X X	X X X X X X X X X X X X X X X X X X X	X X X X X X X X X X X X X X X X X X X	X X X X X X	X X X X X X X X X X X X X X X X X X X
	 ule: xxxx	XXX		322	322	182	184	XXX	I XX	× × =	×××	
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Move cap.: Volume/Cap:	X	X	X	0.00	0.00	00.00	1404	X	X X X X X X	X X X X X X	× × × × × × ×	X
Level Of Service N 2Way95thQ: xxxx Control Del:xxxxx	vice l xxxx xxxx xxxxx	Service Module xxxx xxxx sel:xxxx xxxx	ice Module: XXXX XXXX XXXX XXXX XXXX XXXX * * * *		× × * × × × ×		0.0	× × *			X X * X X X X	-
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.: xxxx SharedOueue:xxxxx	X X X X X X	X	X	X	759	X	X X X X X	X X X X X X	X	X	X	X
Shrd ConDel:xxxxx	XXXXX			XXXX			XXXXX		XXXX			XXXXX
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Approachios.	∢	*			, ,		∢	*		₹	*	

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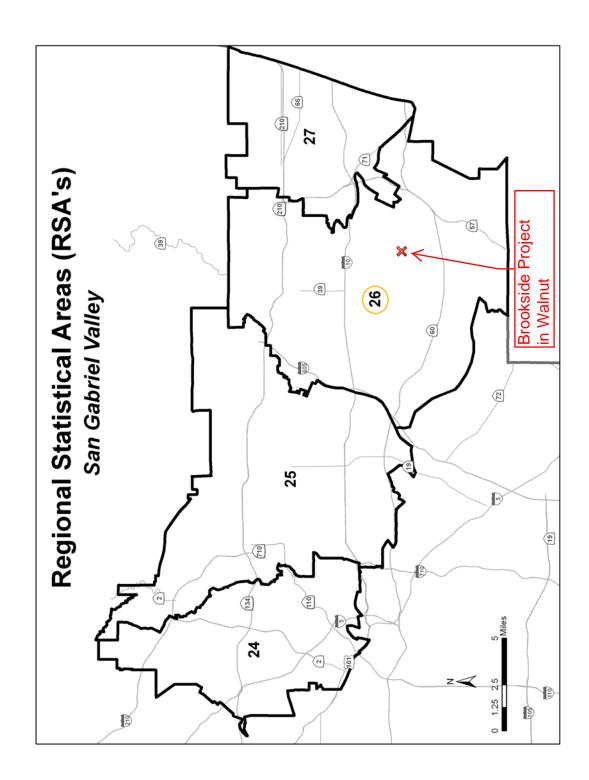


Exhibit D-4 REGIONAL STATISTICAL AREAS

RSA	AREA GENERALLY BOUNDED BY
7	Agoura Hills, Calabasas, Hidden Hills
8	Santa Clarita, Castaic
9	Lancaster, Gorman
10	Palmdale, Agua Dulce
11	Angeles National Forest
12	Woodland Hills, Sherman Oaks, Sepulveda, Porter Ranch
13	Burbank, Sun Valley, North Hollywood
14	San Fernando, Granada Hills, Sylmar, Tujunga
15	Malibu
16	Santa Monica, Bel Air, Palisades, Marina Del Rey
17	Westwood, Beverly Glen, Los Feliz, Hyde Park, Culver City
18	Westchester, Redondo Beach, Gardena, Inglewood
19	Torrance, Palos Verdes, Carson
20	Long Beach, Lakewood
21	Boyle Heights, Montebello, Compton, Willowbrook
22	Paramount, Hawaiian Gardens, Pico Rivera, La Habra Heights
23	Downtown Los Angeles, Exposition Park, MacArthur Park
24	Glendale, Echo Park, El Sereno
25	La Canada-Flintridge, Pasadena, Monterey Park, South El Monte, Duarte
26	Azusa, Glendora, Diamond Bar, Hacienda Heights Brookside
27	San Dimas, Pomona, Claremont

Exhibit D-1
GENERAL TRAFFIC VOLUME GROWTH FACTORS

<u>RSA</u>	Representative City/Place	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248



2010 Congestion Management Program for Los Angeles County

Appendix D – Existing Plus Ambient Growth Conditions Intersection Operations Analysis Worksheets



AM (E+A)	Ы	Fri Nov 13, 2015 14	14:28:34	Page 3-1	AM (E+A)	Ē	Fri Nov 13, 2015 1.	4:28:34	Page 4-1
; ; ; ; ; ; ; ; ; ; ; ;	EXI	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH AM PEAK HOUR	ECT F GROWTH			EXIST	BROOKSIDE PROJEC STING PLUS AMBIENT AM PEAK HOUR	ECT T GROWTH	
ICU 1 ************ Intersection	Level Of Se Level Of Se ICU (Loss as Cycle Length	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat ************************************	Computation Report thod (Future Volume Alte.	native *****	Intersection:	ss as	rvice %) M ****	**** Rd **	ernative) ************************************
<pre>x********* Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************</pre>	00): 10 100 00): 27 00: 87	<pre>cycle (sec):</pre>	**************************************	**************************************	**************************************	**************************************	*	**************************************	0.548
Approach: Movement:	Z	South Bound L - T - R	East Bound L - T - R	West B L - T	Approach: Movement:	th T	South Bound I - T - R	st	West Bound L - T - R
Control: Rights: Min. Green: Y+R: Lanes:	Split Phase Include 0 0 0 4.0 4.0 4.0	Split Phase Include 0 0 0 4.0 4.0 4.0	Protected Include 0 0 4.0 4.0 4.0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 4.0 4.0 1 0 1 1 0	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 4.0 4.0 4.0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0	Protected Include 0 0 4.0 4.0 4.0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0	Permitted Include 0 0 0 4.0 4.0 4.0 0 0 0 0 0 0 0 0 0 0 0	Permitted Include 0 0 4.0 4.0 4.0 1 1
Modu ol: Adj:	263 31 .01 1.01	20 35 2 1.01 1.01 1.0	954	9 843 1 1 1.01 1.0	Volume Module Base Vol: Growth Adj:	: 6 58 1.01 1.0	86 771 1 1.01 1.01 1.01	1.01 1.01 1.01	133 2 79 1.01 1.01 1.01
Added Vol: Q PasserByVol: Tritial Fut.		0000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80 831 12 0 0 0 0 0 0 0	Initial Bse: Added Vol: PasserByVol:	000		7 0 0 0	134 2 80
Vincent race. View Adj: PHF Adj: PHF Volume:	1.00 1	1.00 1.00 1.00 1.00 1.23 40	1.00 1.00 1 0.88 0.88 0 6 1095	0 1.00 1.0 8 0.88 0.8	·	1.00 1 0.86 0 681	1.00 1.00 1.0 0.86 0.86 0.8 101 905	1.00 1.00 1.0 0.86 0.86 0.8	1.00 1. 0.86 0.
Reduct Vol: Reduced Vol: PCE Adj: MIF Adj: FinalVolume:	0 0 0 302 36 142 1.00 1.00 1.00 1.00 1.00 1.00 302 36 142	23 40 32 1.00 1.00 1.00 1.00 1.00 1.00 23 40 32	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 101 101 905 11 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Saturation Flow Module Sat/Lane: 1600 1600 Adjustment: 1.00 1.00 Lanes: 1.79 0.21 Final Sat.: 2863 337	low Module: 1600 1600 1600 1.00 1.00 1.00 1.79 0.21 1.00 2863 337 1600	1600 1600 1600 1.00 1.00 1.00 0.36 0.64 1.00 582 1018 1600	1600 1600 1600 1.00 1.00 1.00 1.00 1.53 0.47 1600 2448 752	1600 1600 1600 1.00 1.00 1.00 1.00 1.97 0.03 1600 3155 45	ration Lane: stment: s: 1 Sat.:	Flow Module: 1600 1600 1600 1.00 1.00 1.00 1.00 1.53 0.47 1600 2442 758	1600 1600 1600 1.00 1.00 1.00 1.00 1.99 0.01 1600 3196 4	1600 1600 1600 1.00 1.00 1.00 0.09 0.18 0.73 145 291 1164	1600 1600 1600 1.00 1.00 1.00 1.00 1.00 1.00 1600 1600 1600
Capacity Analysis Vol/Sat: Crit Moves: ****	Module: 0.11 0.09	0.04 0.02	0.00 0.45 0.45	0.06 0.31 0.31 ****	Capacity Anal. Vol/Sat: Crit Moves:	ysis Module: 0.00 0.28 0.28 ****		0.00 0.01 0.01 *************************	0.10 0.00 0.06

EXISTING PLUS AMBIENT GROWTH AM PEAK HOUR Level Of Service Computation Report ***********************************	EXISTING PLUS AMBIENT GROWTH AM PEAK HOUR Level Of Service Computation Report Cycle Length %) Method (Future Volume ***********************************	GROWTH Lion Report uture Volume Alternat.			EXIS	BROOKSIDE PROJECT EXISTING PLUS AMBIENT G	E PROJECT AMBIENT GROWTH K HOUR	
Icv 1 (Loss as Cycle Length # 1	Service Computation % Method (Fr. ************************************	tion Report uture Volume Alter: ************************************				AM PEAK HOUR		
Intersection #3 Lemon Ave/La Pues ***********************************	ente Rd ********* Critica Average ***********************************	*****************	native) *******	** ICU 1 (LOSS	Level Of Service Computation Report Cycle Length %) Method (Future Volume Alt ***********************************	Computation Report thod (Future Volume Alt	Alternative)
Cycle (sec): 100 Loss Time (sec): 10 Optimal Cycle: 80 ************************************	Critice Average Level (************************************		******* *********	Intersection	#4 Lemon	Ave/Valley Blvd **********	*****	*****
Approach: North Bound Movement: L - T - R L Control: Protected Rights: 0 0 0 V+R: 4.0 4.0 4.0 4.0 Lanes: 1 0 1 1 0 1 1 0 1 Base Vol: 164 411 92 2	South Bound L - T - R	<pre>Critical Vol./Cap.(X): Average Delay (sec/veh): Level Of Service:</pre>	* *	Cycle (sec): Loss Time (sec) Optimal Cycle:	·· *	Critical Average Level Of	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	* * * * *
Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		East Bound L - T - R	⊠ E	Approach: Movement:	No L	South Bound L - T - R	East Bound I - T - R	West Bound
: 164 411 92	Protected Include 0 0 0 0 4.0 4.0 4.0 1	Protected Include 0 0 0 0 0 0 4.0 4.0 1 1 0	Protected	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected	Protected Include 0 0 0 0 4.0 4.0 4.0 1 0 2 1 0	Protected
j: 1.01 1.01 1.01 se: 166 415 93 3: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	253 557 96 1.01 1.01 256 563 97 0 0 0 256 563 97 1.00 1.00 1.00 301 662 114 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	146 381 231 1.01 1.01 147 385 233 0 0 0 0 0 0 147 385 233 1.00 1.00 1.00 1.00 1.0	201 297 205 1.01 1.01 203 300 207 0 0 0 203 300 207 1.00 1.00 1.00 239 353 244 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 239 353 244 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Volume Module Base Vol: Growth Adi: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adi: PHF Adi: PHF Adi: PHF Volume: Reduct Vol: Reduct Vol: Reduct Vol: Reduct Vol: Reduct Vol: Adistantolume: OvlAdivol:	e: 153 446 1444 155 450 1451 1.01 1.01 1.01 1.01 1.05 0.00 0.00 0.	98 706 226 99 713 228 0 0 0 0 0 0 99 713 228 1.00 1.00 1.00 1.03 743 238 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.00 1.00 1.03 743 238 1.00 1.00 1.00 1.01 1.00 1.00 1.02 1.00 1.00 1.03 743 238 1.01 1.00 1.00 1.01 1.00 1.00 1.01 1.00 1.00 1.01 1.00 1.00 1.01 1.00 1.00 1.01 1.00	111 549 1889 1.01 1.01 1.01 112 554 1911 0 0 0 0 112 554 1911 0.06 0.96 0.96 117 578 1999 1.00 1.00 1.00 1.01 1.00 1.00 1.01 1.00 1.00	216 1109 52 1.01 1.01 1.01 218 1120 53 0 0 0 0 218 1120 1.00 1.00 218 1120 0.00 0.00 228 1120 1.00 1.00 1.00 227 1167 55 1.00 1.00 1.00 1.00 1.00 1.00 227 1167 55 1.00 1.00 1.00 227 1167 55 1.00 1.00 1.00 227 1167 55 1.00 1.00 1.00 227 1167 55 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.200 1600 1600 1600 1.00 1.00 1.00 2.00 1.00 1.00

AM (E+A)	FI	Fri Nov 13,	2015	14:28:34			Page	e 7-1	PM (E+A)			Fri Nov	13, 201	5 14:28	:52		Page	e 3-1
	EXIS	BROOKSIDE PROJECT EXISTING PLUS AMBIENT G AM PEAK HOUR	OOKSIDE PROJ PLUS AMBIEN' AM PEAK HOUR	TECT IT GROWTH	Ħ						X	BROC EXISTING P	BROOKSIDE PROJEC' NG PLUS AMBIENT PM PEAK HOUR	DE PROJECT AMBIENT GR	T GROWTH			
**************************************	<pre>Level Of Service Computation Report ***********************************</pre>	Of Service Computation Report .ized Method (Future Volume Al ************************************	Comput d (Futu ******	ation I re Volu ******	Report Lime Alter	:native :***** *****	_ * *	* * * * * * * * * * * * * * * * * * * *	ICU 1(LO ************************************	0 * □ *	Level Of Servess as Cycle Length % ***********************************	Of Servength Servength Servength Servength Servength Servength Servength Servength	O * *	Computation thod (Future ************************************	ce Computation Report Method (Future Volume Alte ************************************		Alternative) ************************************	(b) * * * * * * * * * * * * * * * * * * *
Average Dela ******** Approach:	Average Delay (sec/veh): 0.2 Worst Case Level Of Servic ************************************	0.2 Wor ************************************	Worst ****** Bound	. Case I ***** Es	Worst Case Level Of Servic ************************************		0 ∗	B[11.4] ************ est Bound	Cycle (sec): Loss Time (sec): Optimal Cycle:	ο · · †	100 10 10 47	+ + +	CR	Critical Average D Level Of	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	c/veh):	O XX	0.676 XXXXXX B B
Movement:	1 12 2	S S	op Sign	Uno	oll ude	1	Uncontrolled Include	ontrolled Include		H	Bound [- R	=	South Bound - T -	G	East Boun	Bound	est 1	Bound L - R
Lanes:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 01 1.		1.01	257 260		1 7 7	1 0	Rights: Rights: Min. Green: Y+R: Lanes:	4.0 4.0 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1	D 44	4 0 <u>-</u>	Include 0 4.0	0 4.0 4 1 1	, 00	ide 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0	Incl. 1 0 1 0 1	Include 0 4.0 4.0 1 0
Added Vol: PasserByVol: Tnitial Fut:		000	000	000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000	Volume Module Base Vol: Growth Adi:	255		6 15		14	19 905	167	98 716	
	1.00 1.00 1.00 0.60 0.69 0.69 0.69 0.69 0.69 0.69 0	1.0	1.0	1.00	1.00 1 0.69 0 376	0.	00 1.00 69 0.69 0 243	1.0	Initial Bse: Added Vol: PasserByVol:		37 168 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	2 2 4 4 0 0 4 4	1		169		277
FinalVolume:	me: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ł	ļ		376	<u> </u> =	2	 	User Adj: PHF Adj: PHF Volume:		0	0.0	1.00 0.92 26	2 2 0 .	10 1		1.0 0.9 78	0.
Critical Gp:xxxxx xxxx FollowUpTim:xxxxx xxxx	Gp:xxxxx xxxx xxxxx ilm:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx	6.4 6.5	9.6	2 4.1	XXXX XXXX	××××× ×××××	X X X X X X X X X X X X X X X X X X X		Reduct Vol: Reduced Vol: PCE Adj:		0 0 41 182 1.00 1.00		26 1.00	0 15 1.00 1.	0 0 21 994 1.00 1.00	183	0 0 108 786 1.00 1.00	0 30
Cafactey mode Caflict Vol: Potent Cap.:	Capacity Modute. Cnflict Vol: xxxx xxxx xxxxx Potent Cap.: xxxx xxxx xxxxx			-	247 xxxx xxxxx 330 xxxx xxxxx		XXXX XXXX	× × × × × ×	FinalVolume:	280	- !	_	26	' <u> </u>	-	183	-	2 10
Move Cap.: Volume/Cap:		448 400 0.01 0.00	0 0.01	1330	XXXX	=	***** ****		tion ne: ment:				009			1600	160	1600
Level Of Service M 2Way95thQ: xxxx Control Del:xxxxx	odule: xxxx xxxxx xxxx xxxxx	XXXX XXXX	XXXXX X		X X X X X	×	XXXX XXXX	X XXXX X X X X X X X X X X X X X X X X	Lanes: Final Sat.:	1.75 0.2795	0.25 1.00 405 1600	0 0.38 0 615 	0.62 1	1.00 1. 1600 16	1.00 1.69 1600 2701	0.31 499 	1.00 1.93 1600 3084 	W 44
LOS by Move: * Movement: LT - Shared Cap.: xxxx	* * * . LTR - RT . XXXX XXXXX	- LT		>	· LTR	,	1		Capacity And Vol/Sat: Crit Moves:	Analysis Mc 0.10 0.18:	Module: 0.10 0.11 ****	1 0.03	0.03 0	.01 0.	.01 0.37	0.37	0.07 0.25	5 0.25
Shrd ConDel: Shared LOS: ApproachDel: ApproachLOS:	* * * * * * * * * * * * * * * * * * *	xxxxx 0.0 xxxxx 11.4 * B 11.4	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	* * * *		× * * × × × × × × × × × × × × × × × × ×	* * * * * * * * * * * * * * * * * * *	<pre> < x * < x *</pre>										
**************************************	**************************************	umber of (********	******	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *										
		: : : : : : : : : : : : : : : : : : : :	: : : : : : : : : : : : : : : : : : : :			: : :												

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PM (E+A)	Ē	Fri Nov 13, 2015 14	14:28:52	Page 4-1	PM (E+A)	Fri	Nov 13, 2015 14	:28:52	Page 5-1
	EXI	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH PM PEAK HOUR	SCT GROWTH			IN I	BROOKSIDE PROJECT EXISTING PLUS AMBIENT G PM PEAK HOUR	CT GROWTH	
TCD T ** ** ** ** ** ** ** ** ** ** ** ** *	ICU 1 (Loss as Cycle Le	Of Service Computation Report Length %) Method (Future Volum ************************************	* T * T * * * * * * * * * * * * * * * *	rnative) ********	0 * ¢	Level C as Cycle Le	KVice %) M6 ****	Computation Report thod (Future Volume Alterna	ernative)
Intersection #2 ********* Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	Intersection #2 Lemon Ave/Mex***********************************	<pre>Intersection #2 Lemon Ave/Meadown Pass Height-Meadow Pass Rd ************************************</pre>	own Pass Height-Meddow Pass Rd ************************************	**************************************	Intersection #3 ********** Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	Lemon Ave/La P ********* 100 52 **********************************	Puente Rd ************************************	<pre>Critical Vol./Cap.(X): Avarage Delay (sec/veh): Level Of Service: ************************************</pre>	**************************************
Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound I - T - R	Š	Н	North Bound - T - R	South Bound L - T - R	East Bound L - T - R L	
		= :	Permitted Include 0 0 0 0 4.0 4.0 0 0 0 1	Permitted Include 0 0 0 0 0 4.0 4.0 1 0 1	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 4.0 4.0 4.0 1	Protected Include 0 0 0 0 0 4.0 4.0 4.0 1 0 1 1 0 1 1	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module Base Vol:	-	24 459 2	0 0 3	112 0 42		306 666 177	137 351 84	104 407 138	85 223 122
Growth Adj: Initial Bse: Added Vol: PasserByVol:	П	1.01 24 0 0	1.01 1.01 1.01 0 0 0 0 0 0 0 0 0 0	1 1.01 1. 3 0 0 0 0	dj: 1 Bse: 1: Vol:	1.01 1 673 0	1.01 355 0 0	1.01 1.01 1. 411 139 0 0	1 1.01 1 5 225 0 0 0
- Initial Fut: User Adj: PHF Adj: PHF Volume:	72 1.0 0.9 78	24 46 1.00 1.0 0.93 0.9 26 49	0.0	113 0 42 1.00 1.00 1.00 0.93 0.93 0.93 122 0 46		309 673 179 .00 1.00 1.00 .94 0.94 0.94 329 716 190	138 355 85 1.00 1.00 1.00 0.94 0.94 0.94 147 377 90	105 411 139 1.00 1.00 1.00 1. 0.94 0.94 0.94 0. 112 437 148	86 225 123 1.00 1.00 1.00 0.94 0.94 0.94 91 240 131
Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	783 1.00 1 783 783	1.00 1	1.00 1.0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		716 1.00 1.00 716	377 1.00 1. 1.00 1. 377	0 0 437 148 1.00 1.00 1.00 1.00 437 148	240 1.00 1.00 240
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module: 1600 1600 1600 1.00 1.00 1.00 1.00 1.58 0.42 1600 2527 673	1600 1600 1600 1.00 1.00 1.00 1.00 1.99 0.01 1600 3186 14	1600 1600 1600 1.00 1.00 1.00 0.00 0.00 1.00 0 1600	1600 1600 1600 1.00 1.00 1.00 1.00 1.00 1.00 1600 1600 1600	Saturation Flow Mo Sat/Lane: 1600 Adjustment: 1.00 Lanes: 1.00 Final Sat.: 1600	low Module: 1600 1600 1600 1.00 1.00 1.00 1.00 1.58 0.42 1600 2528 672	1600 1600 1600 1.00 1.00 1.00 1.00 2.00 1.00 1600 3200 1600	1600 1600 1600 16 1.00 1.00 1.00 1. 1.00 1.49 0.51 1. 1600 2390 810 16	1600 1600 1600 1.00 1.00 1.00 1.00 1.29 0.71 1600 2068 1132
Capacity Analysis Vol/Sat: 0.00 Crit Moves: ************************************	Module: 0.31 0.31 ****	** * 0 * * *	**************************************		ity Analy sat: 0 Moves:	sis Module: .21 0.28 0.28 .***********************************	0.09 0.12 0.06	0.07 0.18 0.18 0.************************************	0.06 0.12 0.12 ****

PM (E+A)		Fri	Nov 13,	2015 14	4:28:52			Page	6-1	PM (E+A)		F	Fri Nov 13,	, 2015 14	4:28:52		Page	ge 7-1	
	<u></u>	EXISTI	BROOKSIDE PROJEC EXISTING PLUS AMBIENT PM PEAK HOUR	E PROJEC AMBIENT K HOUR	ECT T GROWTH							EXIS	BROOKSIDE EXISTING PLUS AN PM PEAK		E PROJECT AMBIENT GROWTH K HOUR				
Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alterna ***********************************	Leve Ss as Cycle	Level Of ycle Leng	Level Of Service Computation Report Cycle Length %) Method (Future Volume ************************************	Comput thod (.	ation Re Future V	port olume	Alternat	* 4	1.00) *********	* * * * * * * * * * * *	2000 HCM	Level (Unsignali	Level Of Service (Unsignalized Method	e Comput od (Futu ******	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ************************************	ternati,	7e) *****	* * * * * *	*
Intersection #4 Lemon Ave/Valley Blvd	1 Lemon Ave/	/Valle	∋y Blvd k******	* * * * * *	* * * * * * * * *	* * * * *	* * * * *		**********	Intersection #5 Meadow Pass	on #5 Mea	dow Pass E	Rd/Colt Ln	* * * * * * * * * * * * * * * * * * *	Intersection #5 Weadow Pass Rd/Colt In	****	****	* * * * * * * * * * * * * * * * * * * *	*
Cycle (sec):	100			Criti	Critical Vol./Cap.(X)	/Cap. (: (X		0.847	Average Delay (sec/veh)	slay (sec/	•	0.2	Worst	Case Level	Of Service: B[rvice: B[10.4]	10.4]	-
Loss Time (sec): 10 Optimal Cycle: 79	0.7	+ + +	Average Delay (sec/ven) Level Of Service:	Avera Level	Average Delay (sec/ven) Level Of Service:	rice:	ven):	XX +++++++++++++++++++++++++++++++++++	A T T T T T T T T T T T T T T T T T T T	Approach:		k	K + K	South Bound	East Bound	und	www.west		k
Approach:	North Bound	<	South Bo	Bound	Eas Eas	East Bound	ğ, ç, ç, q	< ≥		Movement:	- 	노 !		Y,		_ 	- i - i - i - i	T II	_
<u> </u> 	L - T -	ا ا	H I	α,	 	- I	ا س		ط ا ا	Control:	Sto	Stop Sign	Stop	Stop Sign	Uncontrolled	olled de	Uncont	Uncontrolled	_
Control:	Protected	=	Protected	red	Prc	Protected	-	Protected	ted	Lanes:	0 0 -	0 0 0	0 0 -	1:00	1 0 1	0 0	0 0	0 1 0	_
Kignts: Min. Green:	-	0		0		inciude 0	0	1 nc.	inciude 0 0	Volume Module	 ule:	 	 	 	 	- - - - - -	 	 	_
	.0 4.0	4.0	.0.4	4	4.0	0	0	.0.	4,	Base Vol:	0,0	0 ;	m 5	,	m 5	0 5	0 5	7	
Lanes:	1 0 I I	: -	7 O T	T	0 T	7 Z	- - - !	7 0 Z	 	Growth Adj: Tnitial Bse	1 10.1 :	10.1 10.	-	10.1 10.	1.01 1.01 3 197	T0.1	1.U1 1.U1 0 144	.UI I.UI 144 4	
- w		_					_			Added Vol:	•		0		0	0			
	617				197			N		PasserByVol:			0			0			
Growth Adj: 1.	1.01 1.01 1. 164 623 2	1.01 1	1.01 1.01	1.01	1.01	1.01 1	1.01 1	3.01 1.01	1.01	Initial Fut	it: 0	00 -	-	00 1 00	3 197	0 0	-	144 4	
	070				0			0		PHF Adj:	0.91	.91	916.	10	. 91		16.	٠ ٠	
::	0				0		0	0		PHF Volume	0	0	m		3 216		0		
	623				199			2		Reduct Vol			0	0 0		0			
	1.00	1.00 1			1.00			0		FinalVolume	ne: -	0	m -	0 1	3 216	0	0 18	159 4	_
PHF Adj: 0.	0.98 0.98 U. 167 636 2		113 542	0.98	0.98	0.98 0	0.98 0	352 739	162		Gan Module		 - - - -		! ! ! ! ! ! !	<u> </u>	: 		_
	0				0			. 0			XXXX	XXXXX XXX		S		X XXXXX	XXXX XXXX	XXXXX XX	
Vol:	636				203			N		FollowUpTim:xxxxx	m:xxxxx x	xxxxx xxxx	3.5 4	4.0 3.3	2.2 xxxx	XXXXX X	xxxx xxxxx	XX XXXXX	
Adj:	1.00				1.00			0					 - - - - -			<u> </u>			_
MLF AdJ: I. FinalVolume:]	167 636 2	1.00 I	113 542	156	203	1.00 I	1.00 I 222	352 739	162	capacity Module: Cnflict Vol: xxx	×	XXXXX		384 161	163 xxxx	XXXX	XXXX	XXXX	
				0							XXXX		623 5		1428				
		<u> </u>								Move Cap.:	XXXX	xxxx xxxx			1428			×	
Saturation Flow	Flow Module:	1600	1600 1600	1600	1600	1600	1600	1600 1600	1600	Volume/Cap:	××××	XXXX XXXX	0.01 0.00	00.0 00	0.00 xxxx	××××	XXXX XXXX	XXXX XX	_
nt:	1.00		1.00 1.00		1.00			0		Level Of Service Module	ervice Mo	dule:	_		<u>-</u>	-			_
Lanes: 1.	1.48		1.00 2.00		1.00			_		2Way95thQ:	XXXX	xxxx xxxx	xxxx xxxx	xxxxx xx	0.0 xxxx	XXXXX	xxxx xxxx	XXXXX XX	
Final Sat.: 16			1600 3200		1600	4000		0		Control Del:xxxxx		xxxxx xxxx	XXXX XXXX	xxxxx xx	X	X XXXXX	XXXX XXXX	XXXXX XX	
										LOS by Move:	*		-k		⊲!	*	4:		
Capacity Analysis	Module:		71 0 70 0	-		α	000	11 0 2	78	Movement:	LT -	· LTR - RT	TT - II	LTR - RT 672 vvvv	LT - LTR	- RT	LT - LTR	LTR - RT	
٠	. 1	_		0.00		0 1	5	7.0	•	SharedOuene.xxxx						×			
Crit Moves:	* * *	*	* * *	•	* * *			* * *		Shrd ConDel:xxxxx			\vdash						
* *	*****************	****	*******	****	*************	****	* * * * *	*	********	Shared LOS:	*					*			
										ApproachDel:		XXXXXX	10.4	4.	XXXXXX		XXXXXX	××.	
										ApproachLUS: *********	****	** ** * * * * * * * *	m ** ** ** ** ** **	* * * * * P	* * * * * * * * * * * * * * * * * * * *	* * * * * * *	* * * * * * * * * * * * * * * * * * * *	* * * * *	*
										Note: Queue	repor	s the	number of	cars per					
										****	*****	*******	*****	*****	**************************************	****	*****	*****	*

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MD (E+A)	Ξų.	Fri Nov 13, 2015	14:30:34	Page 5-1	MD (E+A)	FI	ri Nov 13, 2015 1	4:30:34	Pag	ye 6-1
	EXI	BROOKSIDE PROJECT EXISTING PLUS AMBIENT MD PEAK HOUR	JECT SENT GROWTH JR			EXIS	BROOKSIDE PROJECTENT PROSTENT MD PEAK HOUR	ст т скоwтн		
ICU 1	Level ICU 1(Loss as Cycle L ************************************	Level Of Service Computation Report Ycle Length %) Method (Future Volum ************************************	!	Alternative) *********	ICU 1	Level Of Ser 1(Loss as Cycle Length ************************************	vice Compu %) Method *******	tation Report (Future Volume Alt.	ternative)	* * * * * * * * * * * * * * * * * * *
Intersection	#3 Lemon Ave/La Puente Rd	Puente Rd	Intersection #3 Lemon Ave/La Puente Rd	**********	Intersection #4 L	#4 Lemon Ave/Valley Blvd	. *	******	* * * * * * * * * * * * * * * * * * *	******
Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	100 ec): 10 e: 32 ************************************	Crit Aven Leve	Cycle (sec): 100	0.467): XXXXXX B B B A	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 c): 100 28 **	Critical Vol./Cap.(X) Average Delay (sec/ve Level Of Service: ************************************	<pre>Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service: ************************************</pre>	(q ** ** **	0.391 XXXXXX X A B A *********************************
Approach: Movement:	North Bound L - T - R	South Bound L - T - F	East Bound R I - T - R	B	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound I - T - F	Н	Bound T - R
1: :: reen:	l	Protected Include 0 0 4.0 4.0 1 0 2 0	Protected Drotected O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 4.0 4.0 4.0 1 1 0	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 0 4.0 4.0 4.0 1 0 1 1 0	Protected Ov1 0 0 4.0 4.0 4.0 1	Protected Include 0 0 4.0 4.0 4.0 4	Prote Inc 0 0 4.0 4.0 0 1	Protected Include 0 0 0 4.0 4.0 0 0 0 0 0 0 0 0 0 0 0 0 0
	_				1					
Volume Module Base Vol:	109 220	95 264	74 163	92 130	-	237	322	102 225	00	,
Growth Adj: Initial Bse:	1.01 1.01 1.01 110 222 64	1.01 1.01 1.01 96 267 73	01 1.01 1.01 1.01 73 75 165 115	1.01 1.01 1.01 93 131 71	Growth Adj: Initial Bse:	1.01 1.01 1.01 53 239 53	1.01 1.01 1.01 61 325 130	1.01 1.01 1. 103 227	01 1.01 1.01 0 70 258)1 1.01 58 35
Added Vol:	0	0	0	0	Added Vol:	0	0	0	0	
C PasserByVol:	0 0 0 0	0 0	0 0 0 0 0 73 75 165 115	0 %	PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	61 325 130	0 0	0 0 20 7	0 0
8 User Adj:	1.00 1.	1.00 1.00	1.00 1.00 1	1.00 1.00	User Adj:	1.00 1.0	1.00	1.00	1.00	
PHF Adj: PHF Volume:		0.81 (0.81 0.81 92 203	0.81 0.81 0.81 115 162 87	PHF Adj: PHF Volume:	0.98 0.98 0.98 54 244 54	0.98 0.98 0.98 62 332 133	0.98 0.98 105 232	0	38 0.98 53 36
Reduct Vol:	0	0 0	0 0	0 0	Reduct Vol:	0	0	0	0	
Reduced Vol:	274	118 329	92 203	115 162	Reduced Vol:	244	332	105 232	71	
FCE AGJ: MLF AGj:	1.00 1.00 1.00	1.00	00 1.00 1.00 1.00	1.00	FCE AGJ: MLF AGJ:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	00 1.00 1.00	1.00
ume	136 274	118 329	92 203	115 162	FinalVolume:	244		105 232	71	
					OVIAdjVol: 		87		1	- ! ! !
Sat/Lane:	1600 1600 1600	1600	00 1600 1600 1600	1600	Saturation E	Flow Module:	0091 0091	0091 0091	1,000	- 00
Adjus cment. Lanes:	1.55	1.00 2.00	1.00 1.18	1.00 1.30	Sat/Lame. Adjustment:	1.00	1.00	1.00 1.00	1.00	
Final Sat.:	1600 2488 712	1600 3200		1600	Lanes:	1.64	2.00 1	1.00 3.00		0
					Final Sat.:	2624	1600 3200 1600	1600 4800	0 3200 28	14 386
Capacity Analysis Vol/Sat: 0.08	1ysis Module: 0.08 0.11 0.11	0.07	0.06	0.07 0.08 0.08	Capacity Analysis	Module:		 	 	
Crit Moves:	***** **** ****	****	****	****	Vol/Sat:	0.03 0.09 0.09	0.04 0.10 0.08	0.07 0.05 0.	00 0.02 0.03	60.0 60
					Crit Moves:	* - * -			* -	*
					. * * * * * * * * * * * * * * * * * * *	*****	******	***********	*********	*****

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Fri Nov 13, 2015 14:30:34	
MD (E+A)	

BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH MD PEAK HOUR

**********	****	*****	*****	*****	****	*******	****	****	****	***	****	*
Intersection #5 Meadow Pass	#5 Me	Meadow Pass	Pass I	Rd/Colt Ln	. Ln .****	****	* * * * * *	* * * *	****	Rd/Colt in ************************************	* * * * * * * * * * * * * * * * * * *	* *
Average Delay (sec/veh):	(sec	(sec/veh):	* * * *	0.1 Worst	* * * *	Worst	Case ****	Level	Of Ser	Case Level Of Service: A[9.8]	** **	* *
Approach: Movement:	Nor	t,	ound - R	Sou		ound - R	- μ	t B	ound - R	West L -	West Bound - T -	_ ~
Control: Rights: Lanes:	st 0 0	Stop Sign Include	-gn ade 0 0	st	Stop Sign Include 0 1:0	-gn 1de 0 0	UD O	Uncontrolled Include 0 1 0	olled ude 0 0	Uncon In	Uncontrolled Include 0 0 1 0	 p o
dul	e:	,	,		,				,			_
Base Vol: Growth Adi.	0 -	0 -	1 0 1	101	1 0	1 O L	101		1 0	0 14	43	2 5
Initial Bse:	10	•	10.1	1.01	. 0			109	+	1.01 1.01		4 (4)
Added Vol:	0	0	0	0	0	0	0	0				0
PasserByVol:	0 (0 (0	0 (0 (0 ,	0 ,	0 0		0 0		0
Initial Fut:	0 0		0 0	7	0 0	H 0	T 0	109	7	0 0	144 20	2 0
User Adj: phr ad:	1.00 0.79	1.00 0 70	1.00 7.9	1.00 7.0	00.1 079	1.00 0.79	1.00 79		1.00	1.00 I.	- C	00.
PHF Volume:								138)	. 0)	m
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0
FinalVolume:	0	0	0	Т	0	Π.	Η:	138	0	0 1	83	ς,
Critical Gap	Gap Module:	 	-	- -	υ L	_ ^ \	-	>	-	_	222	-
- 6		0000	00000						00000			4
	XXXXX	××××	XXXXX				7.7	XXXX		×××× ×××××	XXXXX XX	× -
Capacity Module: Cnflict Vol: xxx	lle: xxxx	XXXX	××××	325	325	184	185	XXXX	XXXX	XXXX XXXX	XXXXX XX	- ×
Potent Cap.:	XXXX	XXXX	XXXXX	673	596	863	1401	XXXX	XXXXX	XXXX XXXX	XXXXX XX	××
Move Cap.:	XXXX	XXXX	XXXXX	673	596	863	1401	XXXX	XXXXX	xxxx xxxx	XXXXX XX	××
Volume/Cap:	xxxx	XXXX	XXXX	00.00	0.00	00.00	00.00	XXXX	XXXX	XXXX XXXX		XXXX
Level Of Serv	Service M	Module:		: ! ! -	! ! !		i 		 	 		_ !
2Way95thQ:		××××	xxxxx	××××	××××	xxxxx	0.0	XXXX	xxxxx	xxxx xxxx	xxxxx xx	×
Control Del:xxxxx		XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.6	XXXX	XXXXX	XXXX XXXX	XXXXX XX	XX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LIR	- RT	H	- LTR	- RT	LI	- LTR	- RT	LT - L	LTR - I	RT
Shared Cap.:	XXXX XXXX	XXXX	XXXXX	XXXX	756	XXXXX	XXXX	XXXX	XXXXX	XXXX XXXX	xxxxx xx	XX
	XXXXX	XXXX	XXXXX	XXXXX	0.0	XXXXX	XXXXX	XXXX	XXXXX	XXXX XXXX	XXXXX XX	××
Shrd ConDel:xxxxx	XXXXX	XXXX	XXXXX	XXXXX	o	XXXXX	XXXXX	XXX	XXXXX	XXXX XXXX	xxxxx xx	××
Shared LOS:	*	*	*	*	Ø	*	*	*	*	*	*	*
ApproachDel:	×	XXXXXX			8.		×	XXXXXX		XXXXXX	××	
		+			F							

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Appendix E – Existing Plus Ambient Growth With Project Conditions Intersection Operations Analysis Worksheets

AM (E+A+P)		Fri	Nov 13,	2015 14	14:29:11		Pa	Page 3-1	AM (E+A+P)		ri Nov 13, 201.	5 14:29	:11		Pa	Page 4-1	r.
	EXISTI	ING PL	BROOKSIDE PROJ EXISTING PLUS AMBIENT GROW AM PEAK HOUR		T WITH	PROJECT	 			EXISTING	BROOKSIDE PI PLUS AMBIENT GI AM PEAK HO	PROJECT GROWTH W HOUR	WITH PROJECT	ICT	 	 	! ! !
T C C C C C C C C C C C C C C C C C C C	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alterna	Level Of ycle Leng	Service gth %) Me:	Compute thod (F	Level Of Service Computation Report Cycle Length %) Method (Future Volume ************************************	t me Alternat ******	rnative)	* * * * * * * * * * * * * * * * * * *	TCU 1 (Level Level	Level Of Service Computation S Cycle Length %) Method (Future ************************************	putation d (Future	ce Computation Report Method (Future Volume Al	Alter	Alternative)	* * * *	* * *
Intersection	Intersection #1 Lemon Ave/Amar Rd	e/Amar	Rd ******	* * * * * * *	******	* * * * * * * * * * * * * * * * * * *	*	*****	Intersection	Intersection #2 Lemon Ave/Meadown Pass Height-Meadow Pass Rd	Ave/Meadown Pass Height-Meadow Pass	ght-Mea *****	dow Pass	Rd *****	****	*******	* * *
Cycle (sec): Loss Time (sec): Optimal Cycle:	100 ec): 10 e: 57			Critic Averaç Level	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	p.(X): ec/veh)		0.751 xxxxxx c	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 100 10 37	Cr. Av. Le	ical age 1 of	Vol./Cap.(X): Delay (sec/veh) Service:	(X): //veh):	× :	0.557 xxxxxx	:
Approach: Movement:	********** North Bound L - T -	* 70 * 24	south Bound T - T -	****** ound - R		sound - R	L We	********* West Bound - T - R	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	4	East Bound	ind	* * * * * * * * * * * * * * * * * * *	******* West Bound - T -	, b , k , k
Control: Rights:	Split Phase Include		Split Phase Include	hase ude	 Protected Include	ted	 Prot In		Control: Rights:	Protected Include	- Protected Include	 - 	Permitted Include	led le	Per	 Permitted Include	_ -
Min. Green: Y+R: Lanes:	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 4.0	0 0 4.0 4.0 0 1 0	0 4.0 0 1	$\begin{matrix}0&0\\4.0&4.0\\1&0&1\end{matrix}$	1 0	0 4.0 4 1 0	0 0 1.0 4.0 1 1 0	2	0 0 0 4.0 4.0 4.0 1 0 1 1 0	$ \begin{array}{ccccc} 0 & 0 \\ 4.0 & 4.0 \\ 1 & 0 & 1 & 1 \end{array} $	0 4.0 0 0	0 0 .0 4.0 0 1! 0	0 4.0 0 0	0 4.0 4 1 0	0.0	0 0 1 1
		<u> </u>				 				: 0	i 	 - - - -				 - - - -	
Base Vol: Growth Adj:	263 31 .01 1.01	124	20 35 1.01 1.01	28	5 954 1.01 1.01	293	79 8	843 12 .01 1.01		1.01	86 771 1.01 1.01 1	1.01 1.	1 2 .01 1.01	1.01	133	2 .01 1.	79
Initial Bse:	31	n c	20 35	28			808	351 12	Initial Bse:	6 586 182	87 779		1 0	∞ C	134	2 0	80
T PasserByVol:	0 0 0	125	m	0	0 0 0	0 0		0 0 0 851 12		0 586 18	0 0 0 0	0 -	0 0	0 00	0 144	0 0	0 8
User Adj:	1.00		.i ⊂	-i c	1.00	П С		i.		1.00	1.00 1.00	1.00 1.	1.00 1.00			.00	1.00
PHF Volume:			23 40)		0 1 0	968 14		7 681 21	102 905		•)))	168	2010	
Reduced Vol:	36		23 40		9 9					681	102 905			o م :	,		0 6
PCE Adj: MLF Adj:	1.00 1.00		.; ;;	i i	1.00		1.00 1.	00			1.00 1.00	1.00 1. 1.00 1.	1.00 1.00	1.00		.000	1.00
FinalVolume:	306 36	142 -	23 40	32	6 1095	337	91 9	968 14	FinalVolume: 	7 681 215	5 102 905	1	1 2	ص <u> </u>	168	2	76 -
	dule: 1600		1600 1600		1600		00			dule: 1600 1	1600 1600	-			-		1600
Adjustment: Lanes: Final Sat.:	1.00 1.00 1 1.79 0.21 1 2867 333 1	1.00 1.00 1600	1.00 1.00 0.36 0.64 582 1018	1.00 1.00 1600	1.00 1.00 1.00 1.53 1600 2446	1.00 3 0.47 5 754	1.00 1. 1.00 1. 1600 31	1.00 1.00 1.97 0.03 3155 45	Adjustment: Lanes: Final Sat.:	1.00 1.00 1.00 1.00 1.52 0.48 1600 2433 767	1.00 1.00 1.00 1.99 1600 3196	1.00 1. 0.01 0. 4 1	1.00 1.00 0.09 0.18 145 291	1.00 0.73 1164	1.00 1. 1.00 1. 1600 16	00 1.	1.00 1.00 1600
Capacity Analysis Vol/Sat: 0.11 Crit Moves: **** ********************************	Module 0.11	_ *	0.04 0.04	*	0.02 0.00 0.45 *****		- · · · · · · · · · · · · · · · · · · ·	.31 0.31	 Capacity Anal Vol/Sat: Crit Moves: ************************************	ysis Module: 0.00 0.28 0.2 ****	8 0.06 0.28 0 ************************************	.28 0.	.000.	0.01	0.10 0. ****	. 0 00 **	- * - 90 * - 0 *

Page 5-1 AM (E+A+P) Fri Nov 13, 2015 14:29:11 Page 6-1	BROOKSIDE PROJECT OJECT AM PEAK HOUR	rt ume Alternative) ************************************	Intersection #4 Lemon Ave/Valley Blvd ************************************	* ⊠ * * □ *	cted Protected Protected Protected Protected lude Include Rights: Include Include Include 0 0 0 0 0 0 0 0 4.0<	Volume Module: 231 201 297 205 Base Vol: 153 44 1.01 1.01 1.01 1.01 Growth Add: 1.01 1.0 233 203 300 207 Initial Bse: 155 45 0 0 0 0 PasserByVol: 0 233 203 300 207 Initial Fut: 155 45 1.00 1.00 1.00 0 PasserByVol: 0 274 239 353 244 PHF Add: 1.00 1.00 274 239 353 244 Reduced Vol: 0 275 1.00 1.00 1.00 MLF Add: 1.00 1.00 276 230 353 244 RinalVolume: 161 47 277 239 353 244 RinalVolume: 161 47 278 239 353 244 RinalVolume: 160 1.00 279 1.00 1.00 1.00 Saturation Flow Modul 2.23 0.15 0.19 0.19 Capacity Analysis Mod 2.24 Analysis Mod 2.25 0.15 0.19 0.19 Capacity Analysis Mod 2.25 0.25 0.25 0.25 0.20 Saturation Flow Modul 2.24 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25
i	EXIS		# * T * * C O :	* H	rol: Pr. ts: Green: 0 4.0	ume Module: 5 Vol: 153 7th Adi: 1.01 6 Adj: 1.00 6 Ced Vol: 0.96 7dj: 0.96 7dj: 1.00
. A		* * * * * * * * * * * * * * * * * * *	* -	* * *		
D.			* -	* À * i	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 9 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
:29:11	T WITH PROJECT	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat	*	*	Protected Include 0 0 0 4.0 4.0 1 1 0 1 1 0	
Nov 13, 2015 14	BROOKSIDE PROJECT PLUS AMBIENT GROWTH WITH AM PEAK HOUR	Of Service Computation Report ength %) Method (Future Volum ************************************	uente Rd ********* Critica Average Level O	**************************************	Protected Include 0 0 4.0 4.0 4.0 1 0 2 0 1	253 557 96 1.01 1.01 256 563 97 1 8 2 257 571 99 1.00 1.00 1.00 302 671 116 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fri	EXISTING PL	Level Of ICU 1(Loss as Cycle Len	Intersection #3 Lemon Ave/La Puente Rd ************************************	**************************************	Protected Include 0 0 4.0 4.0 4.0 1 1 0	411 92 1.01 1.01 415 93 418 0 0 0 419 1.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0
(E+A+P)		ICU 1 (Intersection #3 *********** Cycle (sec): Loss Time (sec): Optimal Cycle:	**************************************	Control: Rights: Min. Green: Y+R: Lanes:	Volume Module: Base Vol: 164 Growth Adj: 1.01 Initial Bse: 166 Cuser Adj: 1.00 PHF Adj: 1.00 PHF Adj: 0.85 PHF Adj: 0.85 PHF Adj: 1.00 FED Adj: 1.00 MLF Adj: 1.00 MLF Adj: 1.00 Adjustment: 1.00 Final Volume: 195

AM (E+A+P) Fri Nov 13, 2015 14:29:11 Page 7-	-1 PM (E+A+P) Fri Nov 13, 2015 14:29:29 Page 3-1
BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH WITH PROJECT AM PEAK HOUR	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH WITH PROJECT PM PEAK HOUR
Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ***********************************	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative) **** *****************************
elay (sec/veh): 0.7 Worst Case Level Of Service: B[************************************	* *
	- Approach: North Bound South Bound East Bound Movement: L - T - R L - T - R L - T - R L
rights: include includ	0 Control: Split Phase Split Phase Protected Protected
3 0 3 3 257 0 0 16 1.01 1.01 1.01 1.01 1.01 1.01 1.0 3 0 3 3 260 0 0 16	Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VVVI: 14 0 2 0 0 0 0 0 5 1 VVVII: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ule: 255 37 166 15 24 14 19 905 167 98 716
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.0
0 0 3 4 0 4 4 3/6 / 0 0 0 0 0 0 0 0 0 0 0 3 4 0 4 4 376 7	Fut: 261 37 168 15 24 14 19 914 174 99 723 : 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.
X X X X X X	: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
	PCE Adj: MLF Adj: FinalVolume:
× × × × × × × × × × × × × × × × × × ×	dule: 1600 1600 1600 1600 1600 1600 1600 1600
××××	1.75 0.25 1.00 0.38 0.62 1.00 1.00 1.68 0.32 1.00 1.93 : 2799 401 1600 615 985 1600 1600 2689 511 1600 3084
**************************************	* Capacity Analysis Module:
xxxxx 14.3 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx	******
Approachios: * * ********************************	****
Note: Queue reported is the number of cars per lane.	** **

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PM (E+A+P)	pad	Fri Nov 13, 2015 14	14:29:29	Page 4-1	PM (E+A+P)	Fri	Nov 13, 2015 1	4:29:29	Page 5-1
	EXISTING	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH PEAK HOUR	PROJECT GROWTH WITH PROJECT HOUR			EXISTING PI	BROOKSIDE PROJECT PLUS AMBIENT GROWTH PM PEAK HOUR	PROJECT GROWTH WITH PROJECT HOUR	
Intersection	ICU 1(Loss as Cycle 1 ************************************	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat ***********************************	ition Report Future Volume Alte ************************************	rnative) ************************************	ICU 1(Los ************************************	Level Of Servi oss as Cycle Length %) ************************************		ce Computation Report Method (Future Volume Alt	Alternative) ************************************
Cycle (sec): Loss Time (sec): Optimal Cycle:	sec): 100 le: 34 ************************************	Cycle (sec): 100 Critical Vol./Cap.(X): Loss Time (sec): 34 Lovele: 34 Level of Service: 44 44 44 44 44 44 44 44 44	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	*	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 10 10 10 10 10 10 10 10 10 10 10 10	Critical Average Level Of	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	*
Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound I - T - R	-	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West Bound
Control: Rights: Min. Green: Y+R: Lanes:	Protected	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Permitted	Permitted Include 0 0 0 4.0 4.0 4.0 1 0 1	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 0 0 1 0 4.0 4.0 4.0	Protected Include 0 4.0 4.0 4.0 1 0 2 0 1	Protected Include 0 0 0 0 0 4.0 4.0 4.0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module: Base Vol: Growth Adj: 1 Initial Bse: Added Vol: PasserBVVOL:	le: 2 721 192 1.01 1.01 1.01 2 728 194	2 24 459 2 1 1.01 1.01 1.01 4 24 464 2 5 0 0 0	1.01 1.01 1.01 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	112 0 42 1.01 1.01 1.01 113 0 42 7 0 0	Volume Module: Base Vol: Growth Adj: 1 Initial Bse: Added Vol: PasserBVOl:	306 666 177 .01 1.01 1.01 309 673 179 0 0 0	137 351 84 1.01 1.01 1.01 138 355 85 1 0 0 0	104 407 138 1.01 1.01 1.01 105 411 139 2 0 0 0	8 85 223 122 1 1.01 1.01 1.01 9 86 225 123 0 0 0 0
- Initial Fut: User Adj: PHF Adj: PHF Volume:	2 728 2 1.00 1.00 1. 0.93 0.93 0. 2 783 2	40	1.00 1.00 1.00 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0	120 0 45 1.00 1.00 1.00 0.93 0.93 0.93 129 0 49		682 17 1.00 1.0 0.94 0.9 725 19	360 1.00 0.94 382 9	107 411 13 1.00 1.00 1.0 0.94 0.94 0.9 114 437 14	86 22 1.00 1.0 0.94 0.9
Reduct VOI: Reduced VOI: PCE Adj: MLF Adj: FinalVolume:	. 2 783 221 1.00 1.00 1.00 1.00 1.00 1.00 2 783 221	1 31 498 2 0 1.00 1.00 1.00 0 1.00 1.00 1.00 1 31 498	1.0	129 0 49 1.00 1.00 1.00 1.00 1.00 1.00 129 0 49	Reduct Vol: Reduced Vol: PCE Adj: 1 MLF Adj: 1	329 725 190 1.00 1.00 1.00 1.00 1.00 1.00 329 725 190	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	114 437 148 1.00 1.00 1.00 1.00 1.00 1.00 114 437 148	8 91 240 132 0 1.00 1.00 1.00 0 1.00 1.00 1.00 0 1.00 1.0
Saturation Flow Module Sat/Lane: 1600 1600 Adjustment: 1.00 1.00 Lanes: 1.00 1.56 Final Sat.: 1600 2495	Flow Module: 1600 1600 1600 1.00 1.00 1.00 1.00 1.56 0.44 1600 2495 705	-	1600 1600 1600 1.00 1.00 1.00 0.00 0.00 1.00 0 0 1600	00 1600 16 00 1.00 1. 00 1.00 1. 00 1600 16	ration Fl Lane: stment: s: 1 Sat.:	ow Module: 1600 1600 1600 1.00 1.00 1.00 1.00 1.58 0.42 1600 2535 665	1600 1600 1600 1.00 1.00 1.00 1.00 2.00 1.00 1600 3200 1600	1600 1600 1600 1.00 1.00 1.00 1.00 1.49 0.51 1600 2390 810	1600 1600 1600 0 1.00 1.00 1.00 1 1.00 1.29 0.71 0 1600 2062 1138
Capacity Ana Vol/Sat: Crit Moves:	Capacity Analysis Module: Vol/Sat: 0.00 0.31 0.31 Crit Moves: ****	Capacity Analysis Module: Vol/Sat: 0.00 0.31 0.02 0.16 0.16 0.00 0.00 0.00 0.0 0.0 Crit Moves:	**************************************		Capacity Analy: Vol/Sat: Crit Moves:	lysis Module: 0.21 0.29 0.29 ****	0.09 0.12 0.06 ***********************************	* * * * * * * * * * * * * * * * * * *	8 0 0 0 0 12 0 13 8 * * * * * * * * * * * * * * * * * *

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The control of the	Transference Compare February Compare Februar		EXIS		α.		ECT IH WITH PROJ	ECT					EX		BR		ROJECT ROWTH 1	WITH PROU	JECT]
100 Collision	100 Cattle 100	ICU 1 ******* ersection	(Loss as Cy ***********************************	cle Le ****** ve/val.	of Service (ngth %) Me1 ************************************	Compute thod (E ******	ation Report Future Volum	e Alte	* * * * * * * * * * * * * * * * * * *	* +	* T T T T T T T T T T T T T T T T T T T	200 ******* ction #	0 HCM U ****** 5 Meado	Level nsignal ****** w Pass	Of Servized Me	rice Cor thod (Exxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	putati 'uture' *****	on Report	t ternat:	ive) ******	*	*
Booth Bound	North Bound	le (sec): s Time (s imal Cycl	ec): 10	00		Critic Averaç Level	cal Vol./Cap ye Delay (se Of Service:	(X): c/veh)	· -	-	Average ******* Approact	Delay ****** h:	(sec/ve ****** North	h): ****** Bound		**************************************	rst Ca *****	se Level	Of Ser.	vice: B ***** Wes	11.3] ****** T_Bound	· * · · · · · · · · · · · · · · · · · ·
Protected Protected Protected Include Protected Protected Include Protected Protecte	Proceected Pro	k k k	* 1 I	ound - R	South	******* ound - R 	********* East BC L - T	* 4	× B I	Bound	Movemen Control Rights:	<u> </u> - - -	st .	I	1	T - Op Sign Include	<u> </u>	L - T Uncontro Incl	- K 511ed ude	L L L Unco	T - F ntrolled nclude	ر ا ا
4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	1	trol: hts: . Green:	Protect Inclu		Protec.		Protect Inclu		H		Lanes: 	 Module:	0		ł	11:0	0	0	ı	0	ı	0 !
18	101 101		1 0		0	0	4.0	4	0.	1 4	Base Vo Growth			7	1.0	010.	1 10.		1.01	0.01	1	01
101 101	12 12 12 13 11 15 12 15 15 15 15 15	ume Modul	 			- - - - -	 		 		Initial Added Vo	Bse: ol:	o ത		m 0	0	т О		16		144 0	4 0
1.00 1.00	10	e Vol: wth Adj: tial Bse:	162 .01 164	214			197	215			PasserB. Initial User Ad	-	1		-	0 0 0	-	0 m c		0 2		0 4 0
164 627 216 112 533 155 203 1086 217 345 724 161 Reduct Vol. 0 0 0 0 0 0 0 0 0	164 627 216 112 533 155 203 1086 217 345 724 161	ed Vol:	00	00			4, 0	00			PHF Adj		.91 0		0	.91	0	- ·				91
1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	tial Fut:	164	216			203	217			Reduct	Vol:	200		000	000	10 -		0 0	100	000	. 0
640 221 14 544 158 207 1108 22 352 739 164 Critical Gpi 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	640 221 114 544 158 207 1108 222 352 739 164 Critical Gap Module: 640 221 114 544 158 207 1108 222 352 739 164 FollowUpfin: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	r Auj: Adj:		0.98			0.98	0.98			FIIIALVO.			T			- - - !	7 7	- 1	7	H C G	1 <u> </u> -
640 221 114 544 158 207 1108 222 352 739 164	640 221 114 544 158 207 1108 222 352 739 164 169 100 1.00	Volume: uct Vol:		221 0			207	222 0			Critica. Criticai	Gap Gp:	odule: 7.1 6.		7		.2		××××			××
1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	uced Vol:	167	221			207	222			FollowU		4	0	۳ <u>-</u>	•	۳. <u> </u>	1	XXXXX	1	1	X X
Potent Cap: 566 542 819 566 537 889 1428 xxxx xxxxx xxxxx xxxx xxxxx xxxx xxx	Nove Cap: 566 542 819 566 537 889 1428	Adj:		1.00			1.00	1.00			Capacity Cuflict	y Modul	α		-	406	-		- > > >			- >
Move Cap:	Move Cap:: 564 540 819 564 535 889 1428	2	- -	H 1 1	7	0 0		1	1		Potent (537			XXXXX			
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			1600	00	I I	1600	1600	009	-	Move Caj Volume/(0	ł	_							× × -
THE COLOR OF THE C	238 820 1600 3200 1600 4000 800 3200 2619 581 Control Del:xxxx xxxxx xxxxx xxxxx xxxx xxxx xxxx	ustment:	1.00 1.00				1.00	1.00			Level O.	f Servi	ce Modu	le:								
Modement: LT - LTR - RT LT - LTR	Module: 0.27 0.27 0.07 0.17 0.10 0.13 0.28 0.28 0.21 0.28 0.28 Shared Cap:: xxxx 582 xxxxx xxxx 520 xxxxx xxxx		009	. !		!	1600	800		!	Control	Del:xx			×							* X *
	r*************************************	acity Ana /Sat: Adjv/S: t Moves: *******	lysis Modul 0.10 0.27 ****	.e. 0 .27 ** **	0.07 0.17	0.10	* * * 0 . 2 8 * * * * * * * * * * * * * * * * * *		*	*	Movemen Shared (SharedQu Shrd Cot Shared I Approach	t: Cap.: x ueue:xx nDel:xx LOS: hDel:	ı		LT XXXXX XXXXX XXXXX	LTR 620 0.0 10.8 10.8		. * * * *	- RT XXXXX XXXXX XXXXX	1 ^ ^ ^ 2		X X X *

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MD (E+A+P)		Fri Nov 13, 201	15 14:30:5	0:54		Page	e 3-1	MD (E+A+P)		Fri	Nov 13, 201	5 14:	30:54		Page ,	4-1
	EXISTIN	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH MD PEAK HOUR		WITH PROJECT	ECT				EXISTING		BROOKSIDE P PLUS AMBIENT MD PEAK	PROJECT GROWTH HOUR	WITH PROJECT	ECT		
ICU 1 (Loss	*	Level Of Service Computation Report as Cycle Length %) Method (Future Volume Alterna ************************************	mputatic od (Futu	on Report	e Alter	native) ******	* * * * * * * * * * * * * * * * * * *	ICU 1	Level (Loss as Cycle *********	vel Of le Leng *****	Of Service Computation Length %) Method (Future	mputat od (Fu *****	tation Report (Future Volume	.e Alt ****	ernative) *******	* * * * * * * * * * * * * * * * * * *
Intersection	Intersection #1 Lemon Ave/Amar Rd	Intersection #1 Lemon Ave/Amar Rd	****	*******	*****	* * * *	*****	Intersection #2	7	e/Meado	Lemon Ave/Meadown Pass Height-Meadow Pass Rd	Height-M	eadow Pass Rd	Rd *****	******	* * * * * * *
Cycle (sec): Loss Time (sec):	Η.	C.	Critical Average D	Critical Vol./Cap.(X): Average Delay (sec/veh)	.(X): 3/veh):	0 X	0.337 xxxxxx	Cycle (sec): Loss Time (se): 100 (sec): 10		υď	Critical Average	Vol./ Delay	Cap.(X): (sec/veh):	0.500	00
Optimal Cycle	le: 26	Optimal Cycle: 26 Level Of Service: ************************************	evel Of	Level Of Service:	****	*	***********	Optimal Cycle	O: 33	****	Level Of Service:	Level 0	f Service:	****	***************	* * * * * * * * *
Approach: Movement:	North Bound L - T -	South Bound R L - T -	nd R L	East Bo - T	und - R	West I	Bound - R	Approach: Movement:	North Bound L - T -	nd R	South Bound L - T -	nd R	East Bound L - T -	und - R	West Bol L - T	Bound - R
Control: Rights:	Ph 1u	split Inc	- - 0 0	tect	- gg Te	Protected Include	otected Include	Control: Rights:	Protected Include	- - -	Protected Include	- - - - -	Permitted Include	ted de	Permitted Include	ted de
Min. Green:	0	0 0	0	0	0	0	0	Min. Green:	0 (, .	0		0		0	
Y+R: Lanes:	4.0 4.0 4 1 1 0 0	1.0 4.0 4.0 1 0 1 0 0	4.0 4 1 1	4.0 4.0 1 0 1	4.0	4.0 4.0 1 0 1	0 4.0 1 0	Y+R: Lanes:	4.0 4.0 1 0 1 1	4.0	4.0 4.0 1 0 1 1	4.0	4.0 4.0 0 0 1!	4.0	4.0 4.0 1 0 1 (4.0
Volume Module	- le:	:	 - - - -		 		- 1 1 1 1 1	Volume Module		<u>.</u> 	 				 	
Base Vol:	73 15	12 18			81			Base Vol:	165		288	1		9		83
Growth Adj:	1.01 1.01	1.01 1.01 1.01 1 70 12 18	1.01 1.	1.01 1.01	1.01	1.01 1.01	1 1.01	Growth Adj:	1.01 1.01	1.01	1.01 1.01	1.01	1.01 1.01	1.01	1.01 1.01	1.01
		0			0 0 0	00		Added Vol:	0	r 00		- 0	0 0	0	0 707	r (n
PasserByVol:	0 0	0 0 0	0 r	0 0	0 8	0 0 0	0 0	PasserByVol:	0 0	0 0	0 0	0 -	0 0	0 4	0 0	0 0
User Adj:	1.00 1.00	1.00 1.00			1.00	-	1.	User Adj:	1.00		1.00	1.00	1.00 1.00	1.00	1.0	1.00
PHF Adj:	96.0	0.96 0.96			96.0	0.96 0.96	0	PHF Adj:	0.78	0.78 (0.78	0.78 0.78	0.78	0.78 0.78	0.78
PHF VOLUME: Reduct Vol:	9T 08	0 0 0	9 0	965 0 0	ж С	55 43; 0	0 0	PHF Volume: Reduct Vol:				- О	n 0	» O	0 747	0
Reduced Vol		13 19			88		,	Reduced Vol:	0 214		373			ω ;		111
PCE Adj: Mlf Adj:	1.00 1.00 1.0	1.00 1.00 1.00 1 1.00 1.00 1.00 1	1.00 1.		1.00	1.00 1.00 1.00 1.00	0 1.00	PCE Adj: MLF Adj:	1.00 1.00 1.00 1.00		1.00 1.00	1.00	1.00 1.00 1.00 1.00	1.00	1.00 1.00	1.00
nme	: 80 16	13 19		18 396		55 435		FinalVolume:	214	272				8		111
aturation at/Lane:	16	1600 1600	_	1600 1600	 00	1600 1600	0 1600	ation	Flow Module: 1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:		1.00 1.00		1.00 1.00		00		Adjustment:			1.00			1.00		1.00
Lanes: Final Sat.:	0.33	0.40 0.60 640 960	1.00 1.	1.00 1.63 1600 2616		1.00 1.95 1600 3124		Lanes: Final Sat.:	1.00		1.99			0.75		1.00
	1		_		=	ļ				=			1			-
<pre>Capacity Analysis Vol/Sat: 0.03 Crit Moves:</pre>	alysis Module: 0.03 0.03 0.03 ****	0.02 0.02	0.01 0.	0.01 0.15	0.15	0.03 0.1	4 0.14	<pre>Capacity Anal Vol/Sat: Crit Moves:</pre>	lysis Module 0.00 0.13	: 0.17 ****	0.07 0.12	0.12	00.0 00.0	0.01 **	0.15 0.00	0.07
****	**********	***************************************	*****	****	* * * * * *	****	* * * * * * * *	*****	********	****	*******	* * * * *	*****	* * * * * * *	*******	* * * *

	EXISTING	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH MD PEAK HOUR		WITH PROJECT			EXISTING P	BROOKSIDE PROJECT PLUS AMBIENT GROWTH MD PEAK HOUR	CT TH WITH PROJECT	El El	
X * * * * * * * * * * * * * * * * * * *	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat ***********************************	Level Of Service Computation Report Cycle Length %) Method (Future Volume Alternati ************************************	putation Rod (Future '	eport Volume Alte	rnative) ********	ICU 1. ************************************	Leve (Loss as Cycle ************************************	I ⊕ *	Report S Volume	Alternative *******	1.00) 1.00) 1.00) 1.00)
Cycle (sec): Loss Time (sec): Optimal Cycle:	<pre>cver.x************************************</pre>	**************************************	<pre>critical vol.(Cap.(X): Average Delay (Sec/ve) Level Of Service:</pre>	**************************************	**************************************	Cycle (sec): Loss Time (sec) Optimal Cycle:	· · · · · · · · · · · · · · · · · · ·	* +	**************************************	X): veh):	0.395 XXXXXX A A A
Approach: Movement:	North Bound L - T -	South Bound	d R L Eas	East Bound - T - R	© I	Approach: Movement:	Bo T	South Bound I - T - R	East Bound L - T -	д Н	West Bound - T - R
Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 0 4.0 4.0 4.0	Protected Include 0 0 4.0 4.0 1 0 2 0	0 4.0 1 1	Protected Include 0 0 0 0 4.0 4.0 0 0 0 0 0 0 0 0 0 0 0 0	Protected	Control: Rights: Min. Green: Y+R: Lanes:	Protected	Protected Ov1 0 0 0 4.0 4.0 1 0 2 0 1	Protected Include 0 0 4.0 4.0 1 0 2 1	4.0 0 0 0 2	Protected Include 0 0 0 4.0 4.0
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: PHF Adj: PHF Adj: PCE Adj: Reduced Vol: Final Volume: SatUrane: Adjustment: Lanes: Lanes: Lanes: Capacity Anal Vol/Sat: Capacity Anal	Volume Module: Base Vol: Base Vol: Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.0	95 264 1.011.01 96 267 1 6 0 0 0 0 1.001.00 1.001	1. 72 1. 73 1. 73 1. 74 1. 74 1. 10 1.	163 114 1.01 1.01 165 115 165 115 1.00 1.00 2.03 142 1.00 1.00 1.00 1.	92 130 70 1.01 1.01 1.01 93 131 71 0 0 0 1 0 0 0 93 131 72 1.00 1.00 1.00 115 162 89 0 0 115 162 89 1 100 1.00 1.00 1 100 1.00 1.00 1.00 1 100 1.00 1.00 1.00 1 100 1.00 1.00 1.00 1 100 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: PasserByVol: User Adj: PHF Adj: PHF Adj: PHF Adj: PHF Adj: PHF Adj: Feduct Vol: Reduct Vol	le: 52 237 52 53	1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01	102 225 1.01 1.01 103 227 3 0 0 0 0 0 1.06 227 1.08 232 1.08 232 1.08 232 1.00 1.00 1.00	1.01 1.01 1.00	9 255 35 35 35 35 36 36 36 36 36 36 36 36 36 36 36 36 36

Page 7-1	
Fri Nov 13, 2015 14:30:54	
MD (E+A+P)	

				M	PEAK	A HOUR						
200	. ○ *	I	Level Of HCM Unsignaliz	Level Of Service HCM Unsignalized Metho	I ७∗	Computation (Future Vo.	ation Representation	Report ume Al	on Report Volume Alternative)	1 Ve) *****	* * * * * * * * * * * * * * * * * * *	*
Intersection #5 Meadow Pass Rd/Colt In ************************************	#5 Me	Meadow Pas	Pass ****	Rd/Colt *****	. Ln	* * * * * *	* * * *	* * * * * *	* * * * * * * * * * * * * * * * * * * *	*	* * * * * *	*
Average Delay (sec/veh):	0 0 0 0 × × × × × × × × × × × × × × × ×	(sec/veh):	* * *	0.5	* * *	Worst	Case]	Level Of ******	Of Ser	vice: B[******	10.8]	* * - *
Approach: Movement:	North L - 1	th Bc T	Bound [- R	son I	th]	Bound :	i i	East Bc - T	t Bound T - R	West	Bound T -	- -
Control: Rights: Lanes:	st 0 0	Stop Sign Include 0 1:0	in	St O	Stop Sign Include 0 1:0	ign ide 0 0	OUD [Uncontrolled Include 0 0 1 0	olled lde 1 0	Uncontroll Include	ontrolled Include 0 1 0	 p o
	 		 		i ! !	 			 		 	<u>.</u>
Base Vol:		0	0	1	0	1	1	108	0	0 14		2
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01 1.01	ij	01
initial bse: Added Vol:	10	0) H	10	0	10	10	0	12		<u> </u>	۷ 0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10		J	1	0	1	l		12			~
User Adj:	00.	1.00	•	0.	0.	0.	0.	\vdash	1.00	.00	0 0	00.
PHF Adj: PHF Volume:	9/.0	υ	٠. ور.	۰. ا	v ⊂	U. / V	 	0.79 138	 2	0./9 0./	ມ ພ ⊃	ۍ «
ct Vol	9 0	0	10	10	0	10	10	0	0		. o	0
FinalVolume:	13	0	1	-	0	1	1	138	15	1	83	e -
	odul								_	т		-
Critical Gp: FollowUpTim:	3.5	o. 4	9 . 7 . 8 .	3.5	6.0	9 . 7 . K	2.1 2.2	X	X	4.1 XXXX 2.2 XXXX		8 8
) 									1		-
Capacity Modul	le: 336	336	146	335	342	184	185	×××	××××	153 xxxx	XXXX	- 8
Cap.	622	588	907	622	583	9	1401		XXXXX			ă
Move Cap.:	620	587	907	620	582	863		XXXX	XXXXX	1440 xxxx	XXXXX X	×
Volume/Cap:	0.02	00.0	00.0	00.00	00.00	00.00	0.00	XXXX	XXXX	0.00 xxxx	XXXX X	× -
Level Of Service	ice M	Module					-					_
Zwayystn <u>v:</u> Gomtmol Pol:		XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0		XXXXX	0.0 XXXX		8 :
CONTROL DELIXXXXX		× * × × × ×	× * × × ×	× * × × ×	× * × × ×	× * × × × ×	o 4	× * × × ×	× * × × × ×	* * *	* * * * * * * * * * * * * * * * * * *	X *
Movement:	LT	LTR	- RT	LT	LTR	- RT	ij	- LTR	- RT	1	LTR - RT	.
Shared Cap.:	XXXX	639	XXXXX	XXXX	722	XXXXX	XXXX	×	XXXXX	×	×	×
SharedQueue:xxxxx	XXXX	0.1	XXXXX	XXXXX	0.0	XXXXX	XXXXX	XXXX	XXXXX	XXXX XXXX	XXXXXX	×
Shrd ConDel:xxxxx	XXXX	10.8	XXXXX	XXXXX	10.0	XXXXX	XXXXX	XXX	XXXXX	XXXX XXXX	XXXXX	×
Shared LOS:	*	Д	*	*	В	*	*	*	*	*	*	*
ApproachDel:		10.8			10.0		×	XXXXXX		XXXXXX	×	
ApproachLOS:		ш			Д			*			*	

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Appendix F – Existing Plus Ambient Growth Plus Cumulative With Project Conditions Intersection Operations Analysis Worksheets



AM (E+A+C+P)		Fri Nov 13,	2015	14:27:41		Page	e 3-1	AM (E+A+C+P)		Fri Nov 13, 2019	5 14:27:41			Page 4	1-1
id	EXISTING PLUS ?	BROC	BROOKSIDE PROJECT PLUS AMBIENT GROWTH PLUS CUMULATIVE WITH PROJEC AM PEAK HOUR	JECT CUMULATI	VE WITH PI	30JECT		(日 	EXISTING PLUS AM	BROOKSIDE PROJECT AMBIENT GROWTH PLUS CUM AM PEAK HOUR	ROJECT JS CUMULATIVE DUR	WITH	PROJECT		
I I I I I I I I I I I I I I I I I I I	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alterna	=1 Of Serv = Length % :******	Level Of Service Computation Report Cycle Length %) Method (Future Volume ************************************	cation Regretation	port olume Alte ******	Alternative) ********	** ** ** ** **	ICU 1 (***********************************	Level I (Loss as Cycle : *********	Level Of Service Computation S Cycle Length %) Method (Futur. ************************************	I CG *	Report Volume Alt ******	Alternative *******	* * * * * * * * * * * * * * * * * * *	* * *
Intersection	Intersection #1 Lemon Ave/Amar Rd	/Amar Rd	******	******	*****	*	*******	Intersection	#2 Lemon Ave/M	Intersection #2 Lemon Ave/Meadown Pass Height-Meadow Pass Rd	jht-Meadow E	Pass Rd	*	******	* * * *
Cycle (sec): Loss Time (sec): Optimal Cycle:	100 ec): 10 e: 58	-	Crit: Avera Level	Critical Vol./Cap.(X) Average Delay (sec/ve Level of Service:	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:		0.755 xxxxxx C	(S) (3)	100 ec): 10 e: 37	Cr. Ave	Critical Vol./Cap Average Delay (se Level Of Service:	Vol./Cap.(X): Delay (sec/veh) Service:		0.563 xxxxxxx A	% × ₹
Approach: Movement:	********** North Bound L - T -	к к к Д	South Bound East Bound L - T - R L - T - R	* E E E E E E E E E E E E E E E E E E E	********** East Bound T - R	L We	West Bound	Approach: Movement:	North Bound L - T - R	South Bound	E **	East Bound T T R	. × × × × × × × × × × × × × × × × × × ×	******* West Bound - T -	ind R
Control: Rights:	Split Phase Include	<u> </u> - 	Split Phase Include	- Prot In		 		Control: Rights:	Protected Include	- Protected Include	 Pel Ir	Permitted Include		 Permitted Include	led le
Min. Green: Y+R: Lanes:	0 0 4.0 4.0 4	0 0 4.0 4.0 1 0 1	$\begin{array}{ccccc} & 0 & 0 \\ 4.0 & 4.0 \\ 1 & 0 & 0 & 1 \end{array}$	0 4.0 1 0	$\begin{array}{cccc} 0 & 0 \\ 4.0 & 4.0 \\ 1 & 1 & 0 \end{array}$	0 4.0 4 1 0	0 0 .0 4.0 1 1 0	Min. Green: Y+R: Lanes:	0 0 0 4.0 4.0 4.0 1 0 1 1 0	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0 0 0 4.0 4.0 4	0 0 4.0 4.0 11:0 0	0 4.0	4.0 0 1 0	0 4.0
-			 - -				 						<u> </u>		-
Base Vol:	263 31		35 28			79	-	Base Vol:	. 6 580	86 771	1 0	-		2 5	79
Growth Adj: Initial Bse:	266 31 1	1.01 1.01 1.01 125 20 35		⊣	1.01 1.01 5 964 296	1.01 1.01 80 851	1 1.01	Growth Adj: Initial Bse:	1.U1 1.U1 1.U1 6 586 182	1 10.1 10.1 87 779	.01 1.01 L.	.U1 1.U1 2 8	-i [1.01 2	TOT 80
Added Vol:	4 0	1 0	0 0	0 0	3	4, 0	0 0	Added Vol:	00	5 1 4	0 0	0	17	00	40
7 Initial Fut:	270 31	20	32	, 0 TO		84		Initial Fut:	288	88 783	o ⊢ ;				84
User Adj: PHF Adj:		1.00	1.00 1. 0.88 0.	1.00	1.00 1.00 0.88 0.88	1.00 1 0.88 0	0 1.00 8 0.88	User Adj: PHF Adj:	1.00 1.00 1.00 0.86 0.86 0.86	1.00 1.00 0.86 0.86	1.00 1.00 1. 0.86 0.86 0.	1.00 1.00 0.86 0.86	0 1.00 6 0.86	1.00	1.00
PHF Volume:	36	23	40	90		95 975	5 14	PHF Volume:	683	102	1 0	2 0	3 176	2 0	76
Reduced Vol:	36	23	40	9		95		Reduced Vol:	683	102 910	→ ←				97
PCE Adj: MLF Adj:	1.00 1.00 1. 1.00 1.00 1.	1.00 1.00 1.00 1.00	1.00 1.00	1.00	1.00 1.00 1.00 1.00	1.00 1	0 1.00	PCE Adj: MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1. 1.00 1.00 1.	1.00 1.00 1.00 1.00	1.00	1.00	1.00
FinalVolume:	306 36	23	40	9		95		FinalVolume:	683	102 910			176	2	97
	dule:		7600	1600	1 0091	1600 1600	- 00	Saturation Fl	low Module:	1600 1600	11	0091	1600	1600	- 0091
Adjustment:		1.00	1.00	1.00		1.00		Sac/bame. Adjustment:	1.00 1	1.00 1.00	1.00			1.00	1.00
Lanes: Final Sat.:	1.79 0.21 1. 2867 333 16	1.00 0.36 1600 582	0.64 1.00 1018 1600	1.00	1.53 0.47 2448 752	1.00 1.97 1600 3155	7 0.03 5 45	Lanes: Final Sat.:	1.00 1.52 0.48 1600 2428 772	1.00 1.99 1600 3196	145	0.18 0.73 291 1164	3 1.00 1 1600	1.00	1.00 1600
Capacity Analysis Vol/Sat: 0.11 Crit Moves: ***	Module: 0.11 0	0.04 0.04 0.04 0.04 0.04 0.04	*	00.0	0.45	*******	.1 0 .3	Capacity Anal Vol/Sat: Crit Moves: ********	ysis Module: 0.00 0.28 0.2 ****	8 0.06 0.28 0 ************************************	28 0.00 0.20	0.01 0.01	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	- * 9 * 0 *

ы́	EXISTING PLUS AMBI	BROOKSIDE PROJECTIENT GROWTH PLUS CUM	BROOKSIDE PROJECT AMBIENT GROWTH PLUS CUMULATIVE WITH PROJECT AM PEAK HOUR	TH PROJI	ECT	EX	EXISTING PLUS AMBIENT	ROOKSIDE GROWTH AM PEAK	ULATIVE WITH	PROJECT
ICU 1 ************************************	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat. ************************************	Level Of Service Computation Report ycle Length %) Method (Future Volum ************************************	utation Report (Future Volume	Alterné	1	ICU 1(************************************	¬ * × × ×	0 Σ *	Report Volume Alt	ernative) *********
Cycle (sec): Loss Time (sec) Optimal Cycle:	**************************************	Cri Av************************************	**************************************	(X): /veh):	**************************************	Cycle (sec): Loss Time (sec) Optimal Cycle:	(*************************************	**************************************	**************************************	**************************************
Approach: Movement:	к <u>П</u>	South Bound L - T - I	East Bound East Bound East Bound	nd R L	w w w w w w w w w w w w w w w w w w w	Approach: Movement:	North Bound L - T - R	South Bound I - T - R	East Bound L - T - R	West Bound I - T - R
Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 4.0 4.0 4.0 1 0 0	Protected Include 0 0 4.0 4.0 4.0 4	Protected Protected Include 0 0 0 0 4.0 4.0 4.0 1 1	- 4 - 0 - 6 	Protected Include 0 0 0 0 0 0 4.0 4.0 4.0 1 0 1	Control: Rights: Min. Green: Y+R: Lanes:	Protected Include 0 0 4.0 4.0 4.0 1 1 0	Protected Ov1 0 0 0 4.0 4.0 4.0	Protected Include 0 0 0 4.0 4.0 4.0 1 0 2 1 0	Protected Include 0 0 0 4.0 4.0 4.0 2 0 1 0 0
Volume Module: Base Vol: Growth Adj: 1 Initial Bse: Added Vol: PHF Adj: PHF Adj: PHF Adj: PF Adj: Inalvolume: Adjustment: 1 Lanes: Lanes: Lanes: Lanes: Capacity Analy Vol/Sat:	Volume Module: Base Vol: Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.0	253 557 96 1.01 1.01 1.01 256 563 97 256 563 97 257 581 99 1.00 1.00 1.00 302 683 116 302 683 116 302 683 116 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00	96 146 381 97 147 385 97 147 385 100 0 0 0 99 148 385 110 0 1.00 1.00 116 175 453 100 1.00 1.00 116 175 453 100 1.00 1.00 116 175 453 110 1.00 1.00 110 1.00 1.	231	201 297 205 1.01 1.01 1.01 203 300 207 0 0 0 204 300 208 1.00 1.00 1.00 0.85 0.85 0.85 240 353 245 1.00	Volume Module Base Vol: Growth Adi: Initial Bse: Added Vol: PasserByVol: Initial Fut: User Adi: PHF Adi: PHF Adi: PHF Adi: PCE Adi: PCE Adi: PCE Adi: FrialVolume: VolAdivol: Saturation Fl Sat/Lane: Adiustment: Lanes: Final Sat.: Capacity Anal Vol/Sat: Vol/Sat:	le: 153 446 144 1.01 1.01 1.01 155 450 145 0 0 0 155 452 146 1.00 1.00 0.96 161 471 153 1.00 1.00 1.00 161 471 153 1.00 1.00 1.00 160 1.00 1.00 160 1.00 1.00 160 1.00 1.00 160 1.00 1.00 160 1.00 1.00 160 1.00 1.00 1.00 1.51 0.49 1600 2418 782 1600 2418 782 1600 2418 782	98 706 226 1.01 1.01 99 713 228 2 0 0 101 720 238 1.00 1.00 1.00 105 750 248 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3200 1600 1.00 3200 1600	111 549 189 1.01 1.01 1.01 112 554 191 3 7 0 115 561 192 1.00 1.00 1.00 0.96 0.96 0.96 120 585 200 120 585 200 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	216 1109 52 1.01 1.01 .01 218 1120 53 4 0 0 222 1138 54 1.00 1.00 1.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 231 1186 56 1.00 1.00 1.00 231 1186 56 1.00 1.00 1.00 2.00 1.91 0.09 3200 3056 1144

AM (E+A+C+P)	Б Б	Fri Nov 13,		2015 14:27:41	:41	Page 7-1	-1 PM	(E+A+C+P)		Fri	Nov 13,	2015 14:28	28:12		Page	3-1
Z	BROOKSIDE PROJECT EXISTING PLUS AMBIENT GROWTH PLUS CUMULATIVE WITH PROJECT AM PEAK HOUR	BROOF IENT GRC	BROOKSIDE PROJECT T GROWTH PLUS CUM AM PEAK HOUR	OJECT S CUMUL JR	ATIVE WITH PF	OJECT		EX	EXISTING PLU	B.		PROJECT PLUS CUN HOUR	TULATIVE	WITH PRO	PROJECT	
21 ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative ***********************************	Of Servi ized Met ******* Rd/Colt	Service Computation Report G Method (Future Volume Al ************************************	utation cure Vo	Report Sume Alternat ***********************************	7.00 7.00 7.00 7.00 7.00 7.00 7.00 7.00	* <i>*</i>	Level Of Servic ICU 1(Loss as Cycle Length %) ***********************************	1 (Loss as C ************************************	Level Of Ser Cycle Length ************************************	0 ≥ * →	Computation ethod (Future	Service Computation Report th %) Method (Future Volume Alt ************************************	0; *)	Alternative) ************************************	* + + + + + + + + + + + + + + + + + + +
Average Delay	Average Delay (sec/veh): 0.7 Worst Case Level Of Servic	0.7	Wors	t Case	Worst Case Level Of Ser		: -	Cycle (sec):		100		Critical	1 Vol./Cap.(X)	(X):	0.68	
Approach:	North Bound	Sout	South Bound	<	East Bound		« «	Loss Time (sec): Optimal Cycle:	c): 10 : 48	48		Average Delay Level Of Serv	Average Delay (sec/v Level Of Service:	c/ven):	XXXXXX B	ж М
Movement: Control:		Stop	op Sign	- -	- 1 - K 	 ontroll	pe	Approach: Movement:	Z H	Sound - R	: . ⊟	und - R	East Bound		West Bound	und - R
Rights: Lanes:	Include 0 0 1:0 0	I 0	Include 1! 0 0	1	Include 0 0 1 0	Include 1 0 0 1	0	Control:	Split Phase	hase	Split Phas		Protected		Protected	- eq
Volume Module Base Vol:	0	m 	0	_	257		_	Rights: Min. Green: Y+R:	00.	ude 4	0 th	de 0 4.0	o 0 10 4	1de 0 4.0	Ln 4	4
Growth Adj: Initial Bse:	1.0	1.0	.01 1.0	01 1.01 3 3	1.01 1.0 260	1.01 1.01 1 0 168		Lanes:	1 1 0	0 1	0 1 0	0 1	1 0 1	1 0	1 0 1	1 0
Added Vol:	0 (0 (0.0			dule			((1		1
PasserByVol: Initial Fut:	14 0 2	o m	0 0	O M	3 262 5	0 0 1 174	J Ba	Base Vol: Growth Adi:	255 37 1.01 1.01		15 24 1.01 1.01	1.01	19 905	167	98 716 1.01 1.01	1.01
User Adj:	1.00 1.00 1.00	1.00	0, 4	00 1.00	1.00 1.0	1.00 1.00 1	000.	 (I)		7 168	15 24	14		169	99 723	27
PHF	000	0.0 4	0	>	379	1 252	. 4	Added VOI. PasserByVol:				0	00	0		0
P Reduct Vol:			0 (0 •				ut:	261 37	172	15		19 923	174		27
rinarvolume:	20 0 2	7	 	# ! - -	4 5/9 /	7C7 T		user Adj: PHF Adj:	0.92 0.92			> C		0.92		0.92
Critical Gap	Module:	-		-		r	-				16 26	15		189	110 793	30
Critical GP: FollowUpTim:	7.1 6.5 6.2 3.5 4.0 3.3	3.5 3.5	6.5 6.2 4.0 3.3	3 2.2	. 1 xxxx xxxxx .2 xxxx xxxxx	4.1 xxxx xx 2.2 xxxx xx	XXXXX XXXXX Re	Reduct Vol: Reduced Vol:				15		189		30
		<u></u>	ļ	<u>-</u>			PC		H .	Η.	.;	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Capacity Module: Cnflict Vol: 65	ure: 650 650 383	650	652 254	54 256	96 xxxx xxxx	386 xxxx xx	ML XXXXX Fi	Adj: lVolume:	283 41		1.00 1.00 16 26	1.00	21 1003	189		30
Potent Cap.:	385 391				XXXX	33 xxxx		1								- - - - - - -
Move Cap.:	381 389 669	382	388 790	90 1321	XXXX			Saturation Fl	Flow Module	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
.O.T.MIE. CAL.		10.0		=	V V V V V V V V V V V V V V V V V V V	\$ 1 \$ 2 \$ 1 \$ 2 \$ 1	Ac	nt:								1.00
Level Of Service Module:	vice Module:		******	0	********	0	La	Lanes:	0			1.00	1.00 1.68		1.00 1.93	0.07
Control Del:xxxx	***** **** ****	< × × × × × × ×			< × × × ×	< × × × × ×		3 1		1		_)
LOS by Move:	*	* !	*		*	*		Capacity Analysis		Φ.	(,	- - [((((
Movement: LT - Shared Cap.: xxxx	LT - LTR - RT XXXX 403 XXXXX	I XXXX XXXX	LTR - RT 515 XXXXX		LT - LTR - RT XXXX XXXX	LT - LTR - XXXX XX	- RT' Vo	Vol/Sat: Crit Moves:	0.10 0.10	7.0 ° 1.2	0.03 0.03	0.01	0.01 0.37 ****	0.37	0.07 0.26	0.26
SharedQueue:xxxxx	0.2	XXXXX	0.1 xxxxx		XXXXX XXXX	XXXX	*	*****	*****	****	******	****	******	*****	********	* * * * *
Shared LOS:		* *	12.1 AXAXA B *	* * * * * * *	* * * * * * * * * * * * * * * * * * * *	** * * * * * * * * * * * * * * * * * *	*									
ApproachDel:	14.5	П	12.1		XXXXXX	XXXXXX										
ApproachIOS:	ApproachLOS: B B B *******************************	* * * * * *	* * * * * * *	* * * *	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	+ + + +									
Note: Queue	Note: Queue reported is the number of cars per lane	number c	of cars p	er lan	le.											
*****	***************************************	*****	*****	* * * * * *	^***********	**********	* * * * * * * * * * * * * * * * * * * *									

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PM (E+A+C+P)		Fri Nov 13, 2015 1	2015 14:28:12	Page 4-1	PM (E+A+C+P)	FI	ri Nov 13, 2015 14	1:28:12	Page 5-1
<u>E</u>	EXISTING PLUS AMI	BROOKSIDE PROJECT PLUS AMBIENT GROWTH PLUS CUMULATIVE WITH PROJEC	ECT CUMULATIVE WITH	PROJECT	EX:	EXISTING PLUS AMBI	BROOKSIDE PROJEC AMBIENT GROWTH PLUS CU PM PEAK HOUR	ECT CUMULATIVE WITH PROJECT	JECT
ICU 1	Level ICU 1(Loss as Cycle I	Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat	ation Report Future Volume A	lternative) *********	ICU 1 (I	Level C Loss as Cycle Le	1 Of Service Computation Repor Length %) Method (Future Volu ************************************	t me Alte *****	rnative) ********
Intersection	1 #2 Lemon Ave/Mt	Intersection #2 Lemon Ave/Meadown Pass Height-Meadow Pass Rd ************************************	-Meadow Pass Rd ********	*********	Intersection #	#3 Lemon Ave/La	Puente Rd	******	******
Cycle (sec): Loss Time (sec): Optimal Cycle:	100 sec): 10	Criti Avera Level	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service:	oh): 0.521 eh): xxxxxx AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 100 100 100 100 100 100 100 100 100	Critical Average Level Of	sal Vol./Cap.(X): ye Delay (sec/veh): Of Service:	0.723 XXXXXX C
Approach: Movement:	Н .	=	East Bound L - T - 1	Mes L -	Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West Bound L - T - R
Control: Rights:	rote Inc	Protected Include	Permitted Include	Permitted Include	Control: Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green: Y+R: Lanes:	4.0 4.0 4.0 1 0 1 1 0	0 4.0 4.0 4.0 1 0 1 1 0	4.0 4.0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Min. Green: Y+R: Lanes:	4.0 4.0 4.0 1 0 1 1 0	4.0 4.0 4.0 1 0 2 0 1	4.0 4.0 4.0 1 0 1 1 0	4.0 4.0 4.0 1 0 1 1 0
Volume Module	.e: 7 424 103				Volume Module:	:			— — — — — — — — — — — — — — — — — — —
Growth Adj:		1.01	1.01 1.01 1.01	Н	Growth Adj: 1	1.01	1.01 1.01 1.	\vdash	1 1.01 1
Initial Bse: Added Vol:	. 2 /28 194 0 4 19	4	00	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Initial Bse: Added Vol:	309 6/3 1/9 0 20 1		41T 0	86 225 123 0 0 1
TPasserByVol:	0 0 0 0	3 29 467 2	00	3 124 0 45	PasserByVol:	309 693 180		107	0 0 0 86 225 124
Ser Adj:	1.00	1.00 1	1.00	1.00 1.00 1.		1.00	1.00 1.	1.00 1.00 1.00	1.00
PHF Adj: PHF Volume:	0.93	0.93 0.93 31 502	0.93 0.93	0.93 0.93 133 0	PHF Adj: PHF Volume:	0.94 0.94 0.94 329 737 191	0.94 0.94 0.94 148 390 91	0.94 0.94 0.94 114 437 148	0.94 0.94 0.94 91 240 132
Reduct Vol:	0 0 0 0	0 0 0 0	00	3 133 0 49	Reduct Vol:	0 0 0 0 329 737 191	0 0 0 0	0 0 0 0 0	0 0 0 0
PCE Adj:	1.00 1	1.00 1.00	1.00 1.00	1.00 1.00 1.	Adj:	1.00	1.00 1.	1.00 1.00	1.00
MLF Adj: FinalVolume:	1.00 1.00 1.00 2 787 229	0 1.00 1.00 1.00 9 31 502 2	0 0 0 3	133 T	MLF Adj: FinalVolume:	329 737 191	148 390 91	1.00 1.00 437 148	1.00 1.00 1.00 91 240 132
Saturation Flow Module: Sat/Lane: 1600 1600		0 1600 1600 1600	1600 1600	1600 1600 1600 1600	Saturation Flo Sat/Lane:	-	1600 1600 1600	1600	1600 1600 1600
Adjustment:	1.00	1.00 1.00	1.00 1.00	0 1.00	tment:	1.00	1.00	1.00 1.00	1.00
Lanes: Final Sat.:	1600 2479 721	1 1600 3186 14	0 0	00 1600 1600 1600	Final Sat.: 1	1.00 1.33 0.41 1600 2541 659		810	1600 2062 1138
Capacity Analysis Vol/Sat: 0.00 Crit Moves:	llysis Module: 0.00 0.32 0.32 ****	Capacity Analysis Module: Ogo 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	***************************************	**************************************	Capacity Analy Vol/Sat: (Crit Moves:	ysis Module: 0.21 0.29 0.29 ****	** ** * * * * * * * * * * * * * * * *	0.07 0.18 0.18 0.48 ***	0.06 0.12 0.12

PM (E+A+C+P)		Fr	Fri Nov 13, 2	2015 14	14:28:12		ш	Page 6-1		PM (E+A+C+P)	<u></u>		Fri	Nov 13	3, 2015	14:28:1	12		Ра	Page 7-1	П
田	EXISTING PLUS	B: JS AMBIENT		PROJE PLUS C HOUR	COCKSIDE PROJECT GROWTH PLUS CUMULATIVE WITH PM PEAK HOUR		PROJECT				EXISTING	NG PLUS	B. AMBIENT	1 24 1		PROJECT LUS CUMUL HOUR	JECT CUMULATIVE WITH	TH PROJECT	JECT		
ICU 1	ICU 1(Loss as Cy ***********************************	Level O ycle Le *****	<pre>Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alternat. ************************************</pre>	omputa hod (F *****	Service Computation Report th %) Method (Future Volum ************************************	t me Alte *****	rnative) ******	****	* * *	** * * * * * * * *	2000 HCM	Le .CM Unsi *****	Level Of signaliz	Level Of Service (Unsignalized Method	ce Compusod (Fut	Computation [(Future Vo]	Level Of Service Computation Report HCM Unsignalized Method (Future Volume Alternative) ************************************	ernati. *****	70) ****	* * * * *	* * *
Intersection #4 Lemon Ave/Valley Blvd ************************************	1 #4 Lemon ,	Ave/Val	lley Blvd	* * * * *	**********	****	* *	****	***	Intersection #5 Meadow Pass	#5 M	#5 Meadow Pass ********		Rd/Colt Ln	Ln ******	* * * * *	*********	* * * * * *	****	******	* * *
Cycle (sec): Loss Time (sec):	П	100		Critic	Critical Vol./Cap.(X): Average Delay (sec/veh)	p.(X):		0.863 xxxxxx		Average Dela	> *	(sec/veh):	*	0.5	0.5 Worst	0 *	Level	H *	vice: B[B[11.4]	* * *
Optimal Cycle:	· · · · · · · · · · · · · · · · · · ·	84	Optimal Cycle: 84 Level Of Service:	Level	Of Service:	9			÷	Approach:	N P	North Bound	nd	South	Bound	٠	East Bound	nd	West	Bound	ъ 1
Approach:	North Bound	bunc	South Bound	und	East Bound	ound		t Bound		MOVEMBIL:	ء <u> </u> ا	ł	= =	- -	Y		-	<u>-</u> 	-	, ¦	_ _ _
Movement:	T - I	ص ا ا	L - T	ط ا ا	T - I	<u>م</u> ا	- -	-	<u>د</u> ا	Control: Rights:	W	Stop Sign	c a	Stop	op Sign Include	D	Uncontrolled Include	led F	Uncon	Uncontrolled Include	eq
Control:	 Protected Tralida	- Sed	Protected	- eq	 Protected Trallido	ted	Pro	Protected	-	Lanes:	0	0 11 0	0	0 0	1:00	1	0 0 1	0	1 0	0 1	0
Min. Green:	0 0	0	0	0	0 0	0	0	11C + uud 0	0	Volume Modul	Lle:					_		=			-
Y+R:	4.	4.	4.0 4.0	4.	.0 4.	4		7	4.0	Base Vol:	,	0 5	0 6	m 5	0 1			0 5		-	4 .
Lanes:	T O T) T	7 0	T	7 O T	0 1	7	7 7	- 	Growth Adj:	TO-T .	TO.T	TO.1	T TOT	-	⊃. ⊣	1 1.UI		1.UL L.	1.01 T.	TO.
Volume Module		-	<u>-</u>	-			_		_				D 11	0	0		0 77	16		4 4	۰ 0
Base Vol:			110	151					157		0	0	0	0	0			0		0	0
Growth Adj: Tnitial Bse:	1.01 1.01	1.01	1.01 1.01	1.01	1.01 1.01	1.01	345	1.01 1.724 1	1.01 159	Initial Fut Neer Adi		0 0	1 00	1 00 1	00 1 00	-		16	2 1	148	00
_ Added Vol:		4	T	7					2	PHF Adj:	0.91	0.91		0			0			0	.91
T PasserByVol:	0	0	0	0			_		0		10		П	Μ	0			18		163	4
9 Initial Fut:	165		112	160	210 1105				161	Reduct Vol:			0 1	0 (0 (0 ,	0	0 (,	0 (0.
User Adj:	1.00 1.00		1.00	1.00	1.00 1.00				1.00	FinalVolume	: 10	0	_ _ _	m	0	1	3 224	18	2 1	.63	4 1
FRE AUJ: PHF Volume:	168 644	225	114 547	163	214 1127	223	355	751 1	0.98 164	Critical Gap	no Module	le:				 - !					_
Reduct Vol:		0	0	0					0			9	6.2	7.1	6.5 6.2	4	××××	XXXXX	\vdash	XXX XXX	XXXXX
Reduced Vol:	168 644		114	163	214 1127				164	FollowUpTim:		4.0	3.3	٠.		2	2 xxxx x	XXXXX	2.2 xx	XXX XXX	XXXXX
PCE Adj: MT.F Adi:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1		1.00							 					
FinalVolume:	168 644		114	163				751 1	64	Cnflict Vol:	410	412	233		418 16	55 168	XXXX	XXXXX	242 xx	XXX XXXX	XXXXX
OvlAdjVol:				0						Potent Cap.:	2		811	26	W.		XXXX				XXXXX
	-	_ -							_	Move Cap.:	553	531	811	553	527 884	1422	XXXX	XXXXX	1337 xx	XXX XXXX	XXXXX
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1	1600 16	1600		ī		=		- !			=		ł	
Adjustment:	1.00 1.00		1.00	1.00	1.00 1.00		1		1.00	Level Of Service Module	rvice	Module:									
	\vdash	0.52		1.00		0.49	_	. 64	0.36	2Way95thQ:	XXXX	XXXX				0.0 ×	XXXX	XXXXX			XXXXX
Final Sat.:	1600 2373	827	1600	1600	1600 4008	ł	7	627	573	Control Del: TOS by Moye.	******	× * ×××	× ×××××	X	* * * * * *		××××	****	7.7 ×× 4	*** *	× * × × × × ×
Capacity Analysis	lysis Module	- :e]	<u>-</u>	-	_	-	_		_	Movement:	;	- LIR -	RT	LT - I	LTR - RT	LI	- LTR -	RT	1	LTR - F	RT
Vol/Sat:	0.10 0.27	0.27	0.07 0.17	0.10	0.13 0.28	0.28	0.11 0	0.29 0.	29	Shared Cap.:	· ××××	571					XXXX				xxxxx
OvlAdjV/S: Crit Mowes:	* * *		* * *	00.0	* * *		*	* * *		SharedQueue:xxxxx	XXXXX:	1.0 11 4	X) XXXXX	0.0 xxxxx	XXXXX	XXXX	X	XX	XXX XXXX	XXXXX
*******	******	*****	(IFF()(*(f) **********************************	****	*****	*****	* *	*****	* * * *	Shared LOS:	*	Н					*				*
										ApproachDel		11.4		1,	6.0		XXXXXX		XXXXXX	XX ÷	
										Approachlus	*****	* * * * *	****	*****	***** *****	****	* * * * * *	* * * * *	*****	* * * * * *	* * *
										Note: Queue		ted is	the nu	number of	cars p	per lane	· •				
										*****		* * * * * * *	* * * * *	* * * * *	***********************	* * * * * *	* * * * * * * *	******************	* * * * * * *	* * * * *	* * *

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MD (E+A+C+P)	됴	Fri Nov 13, 2015 14	14:30:09	Page 3-1	MD (E+A+C+P)	Fri	i Nov 13, 2015 1	14:30:09	Page 4-1
XI	BROOKSIDE EXISTING PLUS AMBIENT GROWTH MD PEAN		PROJECT PLUS CUMULATIVE WITH PROJEC : HOUR	JECT	EXIS	EXISTING PLUS AMBIENT	OOKSIDE PROJE GROWTH PLUS MD PEAK HOUF	ECT CUMULATIVE WITH R	PROJECT
ICU 1(Loss ***********************************		Level Of Service Computation Report ICU 1(Loss as Cycle Length %) Method (Future Volume Alte ***********************************	Level Of Service Computation Report Cycle Length %) Method (Future Volume Alternat ***********************************	rnative) *******	ICU 1(Loss ***********************************	Level as Cycle I *********	K K K K K K K K K K K K K K K K K K K	I ψ.* Ω	Alternative)
Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	Cycle (sec): 100 Loss Time (sec): 10 Loss Tyme (sec): 26 Optimal Cycle: 26	**************************************	**************************************	**************************************	Cycle (sec): Loss Time (sec) Optimal Cycle:	*) *	Critical Vol./Cap.(X): Average Delay (sec/veh) Level Of Service: ************************************	: 0.508
Approach: Movement:	North Bound L - T - R	South Bound L - T - R	East Bound L - T - R	West Bound L - T - R	Approach: Movement: L	North Bound	South Bound L - T - R	East Bound L - T - R	West Bound
Control: Rights: Min. Green:	lit Phas Include 0	Split Phas Include	rotectec Include 0	Protected Include	rol: ts: Green:	Protected Include	Protected Include	Permitted Include	
r+k: Lanes: 	1 1 0 0 1 	0 1 0 0 1	1 0 1 1 0 1 1 1 1 1 1 1 1	4.0 4.0 4.0 1 0 1 1 0 	1 1 1	0 1 1 0	1 0 1 1 0	4.0 4.0 4 0 0 1! 0 	.0 4.0 4.0 4.0 0 1 0 1 0 1
Volume Module: Base Vol:	3 15 49	12 18 15	17 376 81	52 413 10	Volume Module: Base Vol:	0 165 202	86 288 1	1 2 0	6 180 0 83
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APPENDIX P Public Services and Utilities Correspondence

COUNTY OF LOS ANGELES



FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY FIRE CHIEF FORESTER & FIRE WARDEN

July 19, 2016

Collette L. Morse, Principal Morse Planning Group 145 North C Street Tustin, CA 92780

Dear Ms. Morse:

FIRE PROTECTION SERVICES QUESTIONNAIRE, "THE BROOKSIDE PROJECT," CONSISTS OF VARIOUS EQUESTRIAN-RELATED STRUCTURES INCLUDING TWO HORSE BARNS WITH STABLES, FENCED RIDING RINGS, MAINTENANCE STORAGE FACILITIES, FEED SHEDS, AND A COVERED RIDING ARENA, WALNUT, FFER 201600098

The Fire Protection Services Questionnaire has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

Please indicate the name and location of the station(s) that serve the project area.
 Also, please indicate the equipment, personnel and emergency medical services available at each station.

Fire Station 61, located at 20011 La Puente Road, Walnut, CA 91789-1719 is the jurisdictional station (1st due) for the project site. This station is staffed with a three-person engine company (one fire captain, one fire fighter specialist, and one fire fighter paramedic) and a two-person paramedic squad (two fire fighter paramedics).

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

Does your agency have mutual aid agreements?

Mutual aid is by definition available everywhere but is meant to be invoked only in rare and unusual circumstances. Automatic aid is routine aid provided to specific areas. We have no automatic aid agreement with any fire protection agency that affects the project.

3. Does your agency have an established target response time? What is the current actual response time to the project area from each station?

The Fire Department uses national guidelines of a five-minute response time for the 1st arriving unit for fire and EMS responses and eight minutes for the advanced life support (paramedic) unit in urban areas. Based on the distance to the project site (.5 miles), it is estimated that Fire Station 61 would have an emergency response time of less than two minutes.

 Does your agency have an established target staffing level (i.e. personnel/ population)?

The Fire Department does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services. They do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation.

5. Are current staff levels and facilities adequate or deficient?

Currently, staff levels and facilities are adequate in the project area.

Please indicate any assessment fees required for new developments.

The Fire Department does not have a fire protection facilities fee in effect in the project area. In the event additional resources are needed, the property tax growth within the project area would provide funding to meet new growth needs.

7. Do you anticipate that required fees and taxes provided by new developments associated with proposed project will adequately mitigate the expected increase in fire and emergency medical service demand?

Yes.

- 8. Do you have any required or recommended mitigation measures for significant impacts?
 - Yes. Mitigation measures are addressed on a case-by-case basis.
- 9. Please indicate the present ISO rates throughout the City and any fire hazard impacts. Will the ISO rating remain the same with the implementation of the proposed project?
 - ISO ratings are determined by the Insurance Services Office. Their ratings are a compilation of various factors, including water supply, which are not within the authority of the Los Angeles County Fire Department to regulate.
- Please indicate fire flow requirements based on land use types in the project area (i.e. residential, office/commercial, and industrial).
 - To be answered by Land Development Division.
- 11. Are there any plans for facility expansion or new facilities, please provide as much detail as possible. Where does your agency acquire funding for new facilities?
 - Currently there are no plans for facility expansion or new facilities that would impact the project area. Property tax revenue generated by growth generally provides adequate funding for new facilities needed to address the impacts of cumulative growth. In the event of large residential or commercial developments, the Fire Department may require a fire station site or facility to be funded by the developer.
- 12. Do you anticipate that project implementation would result in the need for physical additions to your agency (i.e., construction of new fire stations)?
 - No. In the absence of cumulative impact, this project is not expected to create a need for additional staffing or resources.
- Is there any other relevant information regarding potential significant impacts?
 No.
- 14. Please include any additional information you feel is pertinent to the Environmental Impact Report analysis for the proposed project.

Collette L. Morse, Principal July 19, 2016 Page 4

LAND DEVELOPMENT UNIT:

The Land Development Unit is reviewing the proposed project for access and water system requirements. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

The fees for the Land Development Unit review of the tentative tract will be addressed with submittal plans.

Review and approval by the County of Los Angeles Fire Department Land Development Unit is required. Submit a minimum of four (4) copies of the tentative tract map, including the site plan (if applicable), for the review of this project to the following address:

County of Los Angeles Fire Department Land Development Unit 5823 Rickenbacker Road Commerce, CA 90040 (323) 890-4243

The plan shall indicate the Fire Apparatus Access roads and fire hydrant locations.

The proposed Land Development Unit comments are "PRELIMNARY" and are "SUBJECT TO CHANGE" with the submittal of the tentative tract map. The comments are based on the information provided.

ACCESS REQUIREMENTS:

- All on-site Fire Apparatus Access roads shall be labeled as "Private Driveway
 and Fire Lane" on the site plan along with the widths clearly depicted on the plan.
 Labeling is necessary to assure the access availability for Fire Department use.
 The designation allows for appropriate signage prohibiting parking.
- Fire Apparatus Access roads must be installed and maintained in a serviceable manner prior to and during the time of construction. Fire Code 501.4
- All fire lanes shall be clear of all encroachments and shall be maintained in accordance with the Title 32, County of Los Angeles Fire Code.

- The Fire Apparatus Access roads and designated fire lanes shall be measured from flow line to flow line.
- 5. Provide a minimum unobstructed width of 20 feet exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Apparatus Access roads within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. Fire Code 503.1.1 and 503.2.1.
 - Exception: A minimum vertical clearance of 13 feet 6 inches may be allowed for protected tree species adjacent to access roads.
- The required 20 foot wide driving surface shall be increased to 26 feet when fire hydrants are required. The 26 -foot width shall be maintained for a minimum of 25 linear feet on each side of the hydrant location.
 - The Fire Apparatus Access road shall be cross-hatch on the site plan and the width shall be clearly noted.
- 7. If the Fire Apparatus Access road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department's vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. Fire Code 503.1.1 and 503.2.2.
- The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official. Fire Code 503.2.2.1
- Dead-end Fire Apparatus Access roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Fire Code 503.2.5.
 - a. Include: The dimensions of the turnaround with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.
- Fire Apparatus Access roads shall be provided with a 32-foot centerline turning radius. Fire Code 503,2.4.
 - Indicate the centerline inside and outside turning radii for each change in direction on the site plan.

Collette L. Morse, Principal July 19, 2016 Page 6

- 11. Fire Apparatus Access roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000 pounds, and shall be surfaced so as to provide all-weather driving capabilities. Fire Apparatus Access roads having a grade of 10 percent or greater shall have a paved or concrete surface. Fire Code 503.2.3.
- The gradient of Fire Apparatus Access roads shall not exceed 15 percent unless approved by the fire code official. Fire Code 503.2.7.
 - a. On paved private access roads the maximum allowable grade shall not exceed 15 percent except where topography makes it impracticable to keep within such grade then an absolute maximum grade of 20 percent will be allowed for up to 150 feet in distances. The break shall be 50 feet in length with a maximum grade of five percent. The average maximum allowed grade shall not be more than 17 percent. Change in grade shall not exceed 10 percent in 10 feet.
 - b. Indicate the various grade percentages and their lengths of the Fire Department Access roadway on the site plan. Provide a road profile for proposed access roads with grades greater 15 percent.
- 13. Abrupt changes in grade shall not exceed the maximum angles of approach and departure for fire apparatus. The first 10 feet of any angle of approach or departure or break-over shall not exceed a 10 percent change or 5.7 degrees. Fire Code 503.2.8.
 - Provide roadway profile and indicate angle of approach and departure at all abrupt changes in grade.
- 14. Provide approved signs or other approved notices or markings that include the words "NO PARKING FIRE LANE." Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for fire apparatus access roads to clearly indicate the entrance to such road or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. Fire Code 503.3.
- 15. A minimum five foot wide approved firefighter access walkway leading from the Fire Department Access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Fire Code 504.1.

- Clearly identify firefighter walkway access routes on the site plan. Indicate the slope and walking surface material. Clearly show the required width.
- 16. Fire Apparatus Access roads shall not be obstructed in any manner, including by the parking of vehicles or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times. Fire Code 503.4.
- Traffic Calming Devices, including but not limited to, speed bumps and speed humps shall be prohibited unless approved by the fire code official. Fire Code 503.4.1.
- 18. Approved building address numbers, building numbers, or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. The numbers shall contrast with their background, be Arabic numerals, or alphabet letters, and be a minimum of four inches high with a minimum stroke width of 0.5 inch. Fire Code 505.1.

PARKING ON FIRE APPARARTUS ACCESS ROADS

- Provide a minimum width of 34 feet for parallel parking on one side of the Fire Apparatus Access road with through access and with one side of the roadway being designated "No Parking Fire Lane."
- Provide a minimum width of 34 feet for parallel parking on both sides of the Fire Apparatus Access road when the street is designed to be a cul-de-sac less than 700 feet in length.
- Provide a minimum width of 36 feet for parallel parking on both sides of the Fire Apparatus Access road and/ or on cul-de-sac design with a length of 701 feet to 1000 feet.

ADDITIONAL FIRE APPARATUS ACCESS ROADS

 The fire code official is authorized to require more than one Fire Apparatus Access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access. Such additional access must comply with Title 21 of the Los Angeles County Code. Fire Code 503.1.2. Verify the length of the Fire Apparatus Access road(s). An additional access road(s) may be required.

GATES REQUIREMENTS

- When security gates are provided, maintain a minimum access width of the Fire Apparatus Access road. The security gate shall be provided with an approved means of emergency operation and shall be maintained operational at all times and replaced or repaired when defective. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F220. Gates shall be of the swinging or sliding type. Construction of gates shall be of materials that allow manual operation by one person. Fire Code 503.6.
- 2. The method of gate control shall be subject to review by the Fire Department prior to clearance to proceed to public hearing. All gates, to control vehicular access, shall be in compliance with the following:
 - The keypad location shall be located a minimum of 50 feet from the public right-of-way.
 - Provide a minimum 32-foot turning radius beyond the keypad prior to the gate entrance at a minimum width of 20' for turnaround purposes.
 - Gated entrance design with separate access gates for ingress and egress shall provide minimum width of 20 feet clear-to-sky for each side.
 - All locking devices shall comply with the County of Los Angeles Fire Department Regulation 5, Compliance for Installation of Emergency Access Devices.

WATER STSTEM REQUIREMENTS

- All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Department Regulation 8.
- All required PUBLIC fire hydrants shall be installed, tested, and accepted prior to beginning construction. Fire Code 501.4.

Collette L. Morse, Principal July 19, 2016 Page 9

- 3. The required fire for the public fire hydrants for single family residential homes less than a total square footage of 3600 feet is 1250 gpm at 20 psi residual pressure for two hours with one public fire hydrant flowing. Any single family residential home 3601 square feet or greater shall comply too Table B105.1 of the Fire Code in Appendix B.
- The fire hydrant locations will be determined during the review of the tentative tract map.
- An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department's Sprinkler Plan Check Unit for review and approval prior to installation.

For any questions regarding the report, please contact FPEA Claudia Soiza or FPEA Wally Collins at (323) 890-4243 or at Claudia.Soiza@fire.lacounty.gov, or Wally.Collins@fire.lacounty.gov.

FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment regarding the project fire protection services questionnaire.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION

PREVENTION SERVICES BUREAU

KTJ:cc

Enclosure bc: ERU

OFFICE OF THE SHERIFF



COUNTY OF LOS ANGELES TENTROF TUSTICE:



JIM McDonnell, Sheriff

August 24, 2017

Collette L. Morse, AICP Principal Morse Planning Group 145 N C Street Tustin, California 92780

Dear Ms. Morse:

REQUEST FOR INFORMATION REGARDING SHERIFF PROTECTION SERVICES THE BROOKSIDE PROJECT

The Los Angeles County Sheriff's Department (Department) provides the attached information in response to the Request for Information regarding Sheriff Protection Services (Request), dated July 19, 2017, from Morse Planning Group (Requestor), for the Environmental Impact Report being prepared for the Brookside Project (Project). The proposed Project development of a 25.84-acre site, which is located at 800 Meadow Pass Road within the City of Walnut and currently developed with the Brookside Equestrian Center, will retain two of the original existing barns and would construct 28 single-family residential and ten open space lots.

The proposed Project is located within the service area of the Department's Walnut/Diamond Bar Sheriff's Station (Station). Accordingly, the Station reviewed the Request and authored the attached responses (see correspondence dated August 14, 2017, from Captain Alfred M. Reyes).

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Maynora Castro, at (323) 526-5578.

Sincerely,

JIM McDONNELL, SHERIFF

Tracey Jue, Director

Facilities Planning Bureau

211 West Temple Street, Los Angeles, California 90012

A Tradition of Service — Since 1851 —

COUNTY OF LOS ANGELES SHERIFF'S DEPARTMENT

"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: August 14, 2017

FILE NO.:

FROM:

ALFRED(M. REYES, CAPTAIN

TRACEY JUE, DIRECTOR

WALNUT/DIAMOND BAR

FACILITIES SERVICES BUREAU

STATION

SUBJECT: THE BROOKSIDE PROJECT - RESPONSE TO REQUEST FOR

INFORMATION REGARDING SHERIFF'S PROTECTION SERVICES

TO:

The following information is provided by the Walnut/Diamond Bar Station (Station) in response to a Police/Sheriff Protection Services Questionnaire (Request), dated July 19, 2017 from Morse Planning Group (Requestor). The Requestor is an environmental consultant to the City of Walnut, and is preparing an Environmental Impact Report (EIR) for The Brookside Project (Project). The proposed Project of 25.84-acre site is located at 800 Meadow Pass Road within the City of Walnut, County of Los Angeles. The proposed site, currently developed with Brookside Equestrian Center, will retain two of the original existing barns as part of the Project and in addition will construct 28 Single-Family Residential and 10 Open Space Lots. The Station is the Department's primary service provider to the proposed Project site.

The information below is formatted to correspond with the Questionnaire in the Request:

Does your agency have an established target response time? What
is the current actual response time to the project area?

Generally accepted response times for law enforcement agencies in urban areas are 10 minutes or less for emergency incidents (i.e., a crime that is in progress and includes a life threatening situation), 20 minutes or less for priority incidents (i.e., a crime or incident that is presently occurring but excludes life threatening circumstances), and 60 minutes or less routine, or non-emergency incidents (i.e., a crime that has already occurred and excludes life threatening circumstances), as measured from the time a call is received until the time a patrol car arrives at the incident scene.

The Station is a 24/7 full-service facility located at 21695 East Valley Boulevard in the City of Walnut, approximately 3 miles from the proposed Project site.

The Station's anticipated response times to the proposed Project site for emergent, priority, and routine incidents are 3 to 5 minutes, 7 to 9 minutes, and 20 to 30 minutes, respectively. Response times are variable because the responding patrol unit may be deployed elsewhere within the Station's service area and not necessarily dispatched from the Station itself.

2. Does your agency have an established target staffing level (i.e. personnel/population)?

As of January 1, 2017, the Station is staffed by 104 sworn personnel and 39 civilian employees.

The Station's service area encompasses the cities of Walnut and Diamond Bar, the communities of Rowland Heights, and the unincorporated areas of Covina Hills and West Covina. As of January 1, 2010, the estimated resident population of the Station's service area is 137,522.

Generally accepted service ratio for law enforcement services in urban areas of 1 deputy per 1000 residents.

3. Are current staff levels and facilities adequate or deficient?

The Station, which was built in 1987, continues to operate above capacity. Based on the sworn deputy personnel of 104, the Station does not currently meet the desired law enforcement service ratio of one deputy per 1,000 population.

4. Please indicate any assessment fees required for new developments.

The Station is not aware of any assessment fees required for new developments, however, it is the Station's recommendation that the Requestor confirm the information with the Los Angeles County Department of Regional Planning and the City of Walnut.

5. Do you anticipate any significant impacts associated with the proposed project on current service within the City, such as increasing service calls or the need for additional personnel or patrol cars? Please provide generation factors if it is determined that additional personnel or patrol cars are required.

The proposed Project is expected to generate a population of 98 persons.

While the Station is not overly concerned with the proposed Project itself, we remain concerned that continued growth and intensification of land uses within our service area will ultimately contribute to significant cumulative impacts on our resources and operations. It is reasonable to expect that continued development will lead to a significant increase in the demand for law enforcement services. Meeting such demand will require additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets such as patrol vehicles, support vehicles, communications equipment, weaponry, station furnishings/fixtures/equipment, etc. In order to accommodate such additional staff and assets, the Station itself will require substantial modernization and/or expansion (the Station was built in 1987 and has operated above-capacity for several years).

6. Are there any plans for facility expansion or new facilities, please provide as much as detail as possible. Where does your agency acquire funding for new facilities?

The Station is not aware of any planned improvements, expansion of existing facilities, new facilities, additional staffing, etc., that would affect the Station.

7. Do you anticipate that implementation of the proposed project would result in the need for physical additions to your agency (i.e., construction of new police/sheriff stations)?

See response to item #5, above.

8. Is there any other relevant information regarding potential significant effects of the proposed project?

See responses to item #5, above, and item #10, below.

- 9. Please indicate the location of the City/County jail(s).
- a. Century Regional Detention Facility (CRDF) Female Inmates 11705 S. Alameda Street, Lynwood 90262
- Inmate Reception Center (IRC) Temporary Holding only 450 Bauchet Street, Los Angeles 90012
- c. Men Central Jail (MCJ)

441 Bauchet Street, Los Angeles 90012

- d. North County Correctional Facility (NCCF) 29340 The Old Road, Castaic 91350
- e. Pitchess Detention Center North Facility (PDC North) 29320 The Old Road, Castaic 91384
- f. Pitchess Detention Center South Facility (PDC South) 29330 The Old Road, Castaic 91384
- g. Twin Towers Correctional Facility (TTCF)450 Bauchet Street, Los Angeles 90012

10. Please indicate any additional information you feel is pertinent to the Environmental Impact Report analysis for the proposed project.

The proposed Project should provide for the provision of a private security to patrol the construction site to minimize the potential for trespass, theft, and other unlawful activities. In addition, a construction traffic management plan should be implemented as part of the proposed Project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for the installation of utilities, emergency access should be maintained at all times. Flag persons and/or detours should also be provided as needed to ensure safe traffic operations, and construction signs should be posted to advice of reduced construction zone speed limits.

The Department generally prescribes to the theory of Crime Prevention through Environmental Design (CPTED). The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. With advanced notice, Station personnel can be available to discuss CPTED with the Project developer.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have questions of the Station regarding this matter, please contact Operations Sergeant Angela Becerra at (909) 859-2802.