This section describes the current transportation network in the City of Pinole and summarizes the effects on the circulation system that would result from the implementation of the proposed General Plan Update. The impact analysis evaluates the local and regional roadway, transit, bicycle, and pedestrian components of the overall transportation system.

4.4.1 ENVIRONMENTAL SETTING

Pinole's transportation system, made up of roadways, transit services, bicycle and pedestrian facilities, and other transportation related facilities such as parking and freight service, is set up to serve the transportation needs of residents, employees, and visitors. About 71 percent of Pinole residents commute to work by driving alone and 17.5 percent carpool. Around 6.4 percent uses transit services including bus (2 percent), subway (4 percent), rail (0.09 percent) and ferry (0.05 percent). For non-motorized modes, approximately 0.22 percent travels by bicycle and just over one percent commute on foot[1].

At the core of the city's transportation system is the street system, which is largely complete. In general, the street system design and classifications were developed consistent with the 1995 General Plan policies that major arterials should not pass through residential neighborhoods, but should provide neighborhood boundaries, and interior street patterns should be designed through use of cul-de-sacs, loop streets, and neighborhood collectors to discourage through traffic. Given the topography of Pinole, the street system is not the traditional grid pattern.

Direct transit service is provided by two bus transit agencies, the Western Contra Costa Transit Authority (WestCAT) and the Alameda Contra Costa Transit Authority (AC Transit), offering nine fixed-route services and linking the city with the greater Bay Area region. The bus transit agencies also provide connection services to other transit services including subway provided by the San Francisco Bay Area Rapid Transit District (BART) via El Cerrito del Norte station in El Cerrito and passenger rail provided by Amtrak via Richmond station in downtown Richmond.

EXISTING ROADWAY NETWORK

Streets and highways in the city are described by their functional classification and illustrated on **Figure 4.4-1**. These classifications identify the purpose of the streets and highways relative to their overall function in the distribution of different types of trips using the facilities.

Freeway

Freeways serve both inter-regional and intra-regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have no at-grade crossings. Bicyclists and pedestrians are prohibited from accessing these facilities, unless stated otherwise. These facilities have the highest carrying capacity with the maximum speed limits allowed by law and are owned and operated by the California Department of Transportation (Caltrans).

Interstate 80 (I-80) is an 8-lane divided freeway that runs east-west to bisect the city. It provides regional access to San Francisco City and County, Alameda County, Contra Costa County, Solano County, and points beyond to the east. In the vicinity of Pinole, I-80 carries from 180,000

[1] Census Transportation Planning Package (CTPP) 2000, Part 3 <http://www.mtc.ca.gov/maps_and_data/Datamart/census/ctpp2000/>

Figure 4.4-1 Circulation Map (Insert Circulation Map from Circulation Element)

to 196,000 vehicles daily.[2] Full access to the City is provided at interchanges with Richmond Parkway, Appian Way, and Pinole Valley Road. Access to the freeway is provided by slip ramps at Pinole Valley Road, and slip ramps and a loop ramp (for southbound vehicles entering eastbound on-ramp) at Appian Way. At Richmond Parkway, freeway access is provided by slip and loop ramps in addition to a direct off-ramp for the eastbound High Occupancy Vehicle (HOV) lane and a direct on-ramp for the westbound HOV lane.

Arterials

Arterials provide primary connections between major areas within the City of Pinole and also distribute traffic between adjacent communities. In addition, arterials provide considerable regionwide and intercity circulation. Speed limits often range from 30 to 50 mph.

San Pablo Avenue is a 4-lane, mostly divided arterial running east-west along the northern portion of Pinole and providing connections to the unincorporated community of Tara Hills to the south and City of Hercules to the north. San Pablo Avenue generally runs north-south from the City of Oakland to the unincorporated community of Crockett. On-street parking is generally allowed along the segment in Pinole.

Fitzgerald Drive is a 4-lane, east-west, divided arterial connecting Richmond Parkway and Appian Way on the southern side of I-80. On-street parking is prohibited.

Tara Hills Drive is a circuitous arterial connecting Appian Way to unincorporated communities on both sides of San Pablo Avenue. It's a 4-lane roadway from Appian Way to Flannery Road, where it narrows to 2-lanes to its terminus in the unincorporated community of Bayview-Montalvin. On-street parking is generally allowed on the 4-lane section and prohibited on the 2-lane section.

Appian Way is a 4-lane, north-south arterial beginning at San Pablo Avenue and running through the unincorporated community of El Sobrante. On-street parking is allowed on some segments of the roadway.

Pinole Valley Road is a 4-lane, north-south arterial from Henry Avenue through Pinole that becomes Alhambra Valley Road at the city limits. From San Pablo Avenue to Tennent Avenue, Pinole Valley Road is a 2-lane collector. On-street parking is allowed on some segments of the roadway.

Tennent Avenue is a 2-lane, north-south arterial from its southern terminus at Pinole Valley Road to San Pablo Avenue. From San Pablo Avenue to its northern terminus at Pinole Bayfront Park, Tennent Avenue serves as a collector. On-street parking is generally allowed.

Collector Roads

Collectors typically serve intra-city rather than regional circulation needs. Their primary function is to provide access to adjacent properties and connections between local roads and other roadways that are higher in the hierarchy of classification. Travel speeds on collectors often range between 25 mph and 45 mph.

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[2] Caltrans, Traffic Operations Program, 2005 All Traffic Volumes on California State Highway System. Website address: http://traffic-counts.dot.ca.gov/2005all/r071-80i.htm

The following roadways are identified in the 1995 General Plan Circulation Element as Collectors:

1. Allview Avenue
2. Canyon Drive
3. Del Monte Drive
4. Estates Avenue
5. Flannery Road
6. Galbreth Road
7. Henry Avenue
8. Manor Road
9. Marlesta Road
10. Pinole Shores Drive
11. Pinole Valley Road (between Tennent and San Pablo Avenue)
12. Rancho Road
13. Sarah Drive
14. Shamrock Drive
15. Shawn Drive
16. Shea Drive
17. Simas Avenue
18. Sunnyview Drive
19. Wright Avenue

Local Streets

Local roads provide access to adjacent properties, primarily residential uses, and distribute traffic to collectors. Travel speeds on local streets typically range from 25 to 35 mph. All other roadways not identified above are classified as Local Streets.

LEVEL OF SERVICE

The operating conditions experienced by motorists are described as "levels of service" (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Levels of service "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. Each level of service for signalized intersections is generally described as follows:

LOS A- Free-flowing travel with an excellent level of comfort and convenience and freedom to maneuver.

LOS B- Stable flow conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience and maneuvering freedom.

LOS C- Stable flow conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.

LOS D- High-density, but stable flow. Users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience.

LOS E- Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.

LOS F- Forced or breakdown conditions. This condition exists whenever the volume of traffic exceeds the capacity of the roadway. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse a point. Roadways store long queues behind such locations, with traffic advancing in stop-and-go "waves".

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

Intersection turning movement counts were compiled from a number of sources in order to assess the traffic conditions at critical locations throughout the city. The counts were conducted between Fall 2006 to Fall 2008. **Figure 4.4-2** shows a map of the study intersections.

Intersections

Intersection levels of service were evaluated at 20 key signalized intersections in Pinole for the AM and PM peak hours. The level of service was determined using the Contra Costa Transportation Authority's methodology, which calculates a ratio of the volume of vehicles to the capacity of the critical movements at the intersection, similar the Circular 212 Planning Method. The intersection volumes at these locations are depicted in Figure 4.4-3 and the corresponding levels of service at the intersections are shown in **Table 4.4-1**.

Under the existing conditions, all study intersections operate at LOS C or better during the AM and PM peak hours. The capacities of these key intersections are more than adequate to meet the current peak hour traffic demands.

In addition to the level of service analysis, traffic conditions were observed in the field. Operations at the I-80 interchanges of Appian Way and Pinole Valley Road were observed for 15-minute periods during a weekday morning commute time. There was one observed instance at southbound Appian Way where the queue from the traffic signal at the northern leg of the interchange reached the preceding intersection and caused vehicle backups for right-turning vehicles from Tara Hills Drive. I-80 westbound vehicles could not get around the queue to access the uncontrolled on-ramp. No spillovers onto city roadways were observed at the I-80 interchange of Pinole Valley Road but a large number of vehicles in the AM peak-hour exited I-80 using the westbound off-ramp, proceeded through the intersection, and re-entered I-80 in order to avoid this congested section of the freeway.

Lane utilization presents an issue at the Tara Hills-Canyon Drive and Appian Way intersection. Even though two eastbound right-turn lanes are provided, the outer turn lane, which leads directly to I-80 westbound on-ramp just 300 feet south on Appian Way, is preferred by motorists in order to avoid the need to merge into the right-hand lane after the turn. The resulting congestion is particularly pronounced in the AM peak hour, when most of the turning traffic is destined for westbound I-80. Such operational issue may not be reflected in the level of service analysis.

Figure 4.4-2 Study Intersections

Figure 4.4-3: Intersection Traffic Volume – Existing Conditions

TABLE 4.4-1
INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS

#	Intersection	Time Period	LOS	V/C Ratio
1	Del Monte Drive at San Pablo Avenue	AM	A	0.50
		PM	A	0.40
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.44
		PM	A	0.34
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.39
		PM	A	0.38
4	Appian Way at San Pablo Avenue	AM	A	0.43
		PM	A	0.59
5	Tennent Avenue at San Pablo Avenue	AM	A	0.55
		PM	A	0.43
6	Pinole Valley Road at San Pablo Avenue	AM	A	0.57
		PM	A	0.55
7	Pinole Valley Road at Tennent Avenue	AM	A	0.42
		PM	A	0.32
8	Pinole Valley Road at Henry Avenue	AM	A	0.41
		PM	A	0.39
9	Pinole Valley Road at I-80 westbound ramps	AM	A	0.54
		PM	A	0.52
10	Pinole Valley Road at I-80 eastbound ramps	AM	B	0.69
		PM	C	0.71
11	Pinole Valley Road at Estates Avenue	AM	A	0.48
		PM	A	0.45
12	Pinole Valley Road at Ramona Street	AM	A	0.30
		PM	A	0.24
13	Appian Way at Mann Drive	AM	A	0.51
		PM	A	0.50
14	Appian Way at Tara Hills Drive-Canyon Drive	AM	B	0.67
		PM	A	0.55
15	Appian Way at I-80 westbound ramps	AM	B	0.67
		PM	A	0.60

#	Intersection	Time Period	LOS	V/C Ratio
16	Appian Way at I-80 eastbound ramps	AM	A	0.41
		PM	B	0.60
17	Appian Way at Fitzgerald Drive-Sara Drive	AM	A	0.50
		PM	A	0.54
18	Oak Ridge Lane at San Pablo Avenue	AM	A	0.41
		PM	A	0.35
19	Fernandez Avenue at San Pablo Avenue	AM	A	0.41
		PM	A	0.34
20	John Street at San Pablo Avenue	AM	A	0.44
		PM	A	0.38

Source: Dowling Associates, Inc. 2010

TRANSIT SYSTEMS

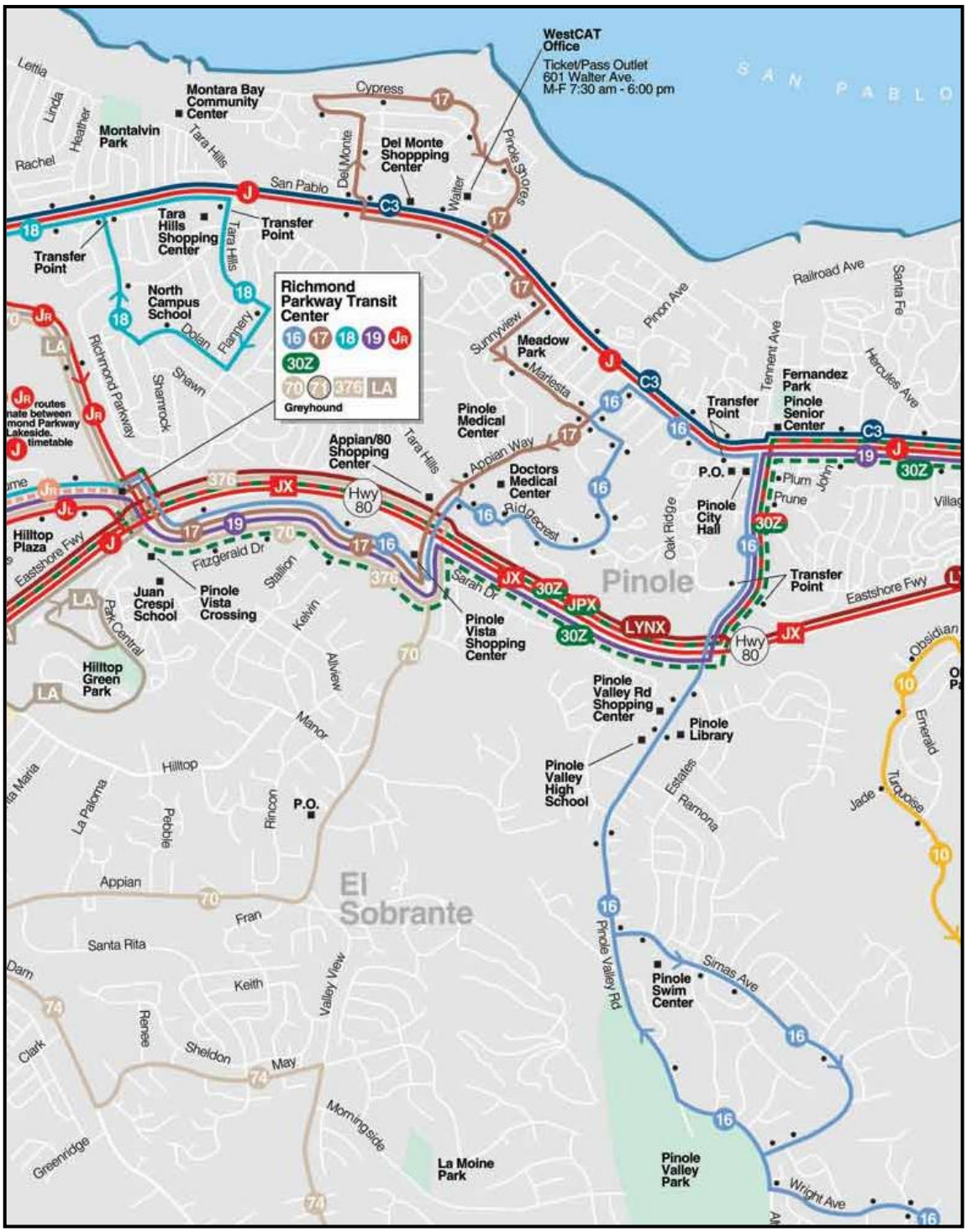
Transit systems provide a motorized alternative to private vehicles. They serve citizens who cannot drive or choose not to drive, including senior citizens, residents with limited mobility, people under the age of 16, residents with no driving licenses or suspended driving licenses, and citizens opting to live a less car-dependent lifestyle.

Bus Service

Pinole is served by two bus transit agencies, the Western Contra Costa Transit Authority (WestCAT) and the Alameda Contra Costa Transit Authority (AC Transit).

WestCAT operates 7 fixed-route services that serve Pinole as shown in **Figure 4.4-4**. Additionally, WestCAT operates an express bus service, the JPX, to El Cerrito BART and an express bus service, the Lynx, to San Francisco from the Hercules Transit Center. WestCAT also operates a dial-a-ride paratransit service for seniors and the disabled. All fixed route busses are equipped with front-loading racks that can hold up to two bicycles. WestCAT's portable route map contains information on bus stop locations, routes, and fixed route bus schedules.

Figure 4.4-4: WestCAT and AC Transit Bus Service in Pinole (insert better map from Circulation Element)



Source: WestCAT website, www.westcat.org

AC Transit operates 2 fixed-route services in southern Pinole, Route 70 and Route 376, which are pictured in **Figure 4.4-4**. AC Transit also operates dial-a-ride paratransit services for seniors and the disabled in southern Pinole. Busses are equipped with front-loading racks that can hold up to two bicycles.

Passenger Rail Service

The San Francisco Bay Area Rapid Transit District (BART) provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. There is currently no BART service in Pinole. However, WestCAT operates the J bus route which connects to the BART station at El Cerrito del Norte. BART's direct service from this station includes the Richmond/Fremont line, with trains every 15 minutes during the weekday and every 20 minutes on the weekend. This train line runs until 1:00 AM daily, with weekday, Saturday, and Sunday service beginning at 4:15 AM, 6:00 AM, and 8:00 AM, respectively. The Richmond/San Francisco line also runs with trains every 15 minutes during the weekday until 7:45 PM and every 20 minutes on Saturday until 6:00 PM. Connections to the Fremont/San Francisco line, Pittsburgh/Daly City line, and the Dublin-Pleasanton/Millbrae line can be made at various points throughout the system.

Amtrak operates passenger rail service for three routes that traverse western Contra Costa County. While there is no station in Pinole, the closest station is an unmanned Amtrak station at the Richmond BART station and there are plans to build a ferry and Amtrak station in neighboring Hercules. [3] Two of Amtrak's routes that stop in Richmond are intrastate services, the Capitol Corridor serving Sacramento/ San Jose, and the San Joaquin serving Oakland/ Bakersfield. The other route is the Zephyr, an interstate service serving Emeryville/ Chicago.

Ferry Service

There is currently no ferry service offered in western Contra Costa County. Ferry service to San Francisco is provided by Baylink from Vallejo and by East Bay Ferry from Oakland. Weekday service is provided from about 5:30 AM into the evening hours at 30 to 100 minute intervals and weekend service is provided from 9:00 AM into the evening hours at 60 to 120 minute intervals. There are plans to build a ferry station in Richmond and a multi-modal ferry and Amtrak station in neighboring Hercules. [4]

For Hire Passenger Services

Pinole is served by two taxi cab companies that provide passenger services for hire. They are:

- Greyline Cab Company
- Yellow Cab and Shuttle Services

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[3] *West County Action Plan 2009 Update*, published by the West Contra Costa Transportation Advisory Committee and the Water Emergency Transportation Authority website accessed September 3, 2009, http://www.watertransit.org/proposedRoutes/hercules_overview.aspx

[4] *West County Action Plan 2009 Update*, published by the West Contra Costa Transportation Advisory Committee and the Water Emergency Transportation Authority website accessed September 3, 2009, http://www.watertransit.org/proposedRoutes/hercules_overview.aspx

BICYCLING FACILITIES

Pinole is generally quite hilly from San Pablo Avenue to the south. Additionally, many local streets do not provide parallel lower-traffic-volume, lower-speed alternatives for bicyclists to arterials due to roadway configurations and geographical constraints. Nonetheless, Pinole maintains a limited number of bicycle facilities as described below and shown in Figure 4.4-5.

- *Class I Multi-Use Path,* a paved right-of-way separate from any street or highway, is provided along Pinole Creek between I-80 and Railroad Avenue and at the Bayfront Park. The Pinole Creek Trail provides connections to Collins Elementary School, Pinole Valley Lanes Bowling Alley, the Central Business District, Fernandez Park, residential areas, and the Bay Trail.[5] The trail at Bayfront Park provides a recreational cycling opportunity but is not yet connected to other segments of the Bay Trail. The undeveloped segment of Bay Trail between Bayfront Park and Pinole Shore Regional Park has been identified for future improvement by the Bay Trail Project.[6]
- *Class II Bike Lanes* provides for a striped and stenciled lane for one-way travel on a street or highway. Currently, there is no bike lane in Pinole. However, such facility is proposed along San Pablo Avenue and Pinole Valley Road in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan adopted in October 2009. Further, the Plan also proposed the conversion of the existing Class III bike routes along Fitzgerald Drive and Appian Way to Class II bike lanes.
- *Class III Bike Route* provides for shared use of a street with motor vehicle traffic, and may be identified only by signing and/or pavement legends. Bike routes are found on Fitzgerald Drive and Appian Way.

PEDESTRIAN SYSTEMS

Sidewalks with raised curb and gutter are generally provided on all arterials and collectors. Most signalized intersections have marked crosswalks on all legs, and pedestrian signal heads and actuation. Marked crosswalks are also generally found at unsignalized intersections on some legs. Pedestrian curb ramps are located at most intersections except at some T-intersections, such as the northwest corner of Pinole Valley Road at Ramona. However, none of the pedestrian ramps observed contained high-contrast, truncated domes.

The city's multi-use paths along Pinole Creek and in Bayfront Park at the Bay Trail provide recreational and transportation opportunities to walkers, with Pinole Creek Trail providing connections to several activity centers. Observed numbers of pedestrians on the trails are significant throughout the day.

The Central Business District, located on San Pablo Avenue from Quinan Street to Pinole Valley Road, contains pedestrian-oriented land uses, pedestrian-scaled lighting, and crossing aids at all intersections such as marked, high-contrast crosswalks, intersection bulb-outs, directional curb ramps, and pedestrian signal heads.

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[5] The Bay Trail is a project of the Association of Bay Area Governments (ABAG) and is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 400-mile network of bicycling and hiking trails. See the Community Services and Facilities chapter (chapter 4) for more discussion.

[6] The Bay Trail west of the loop is not complete, according to field work. Also see Bay Trail map.

Figure 4.4-5: Existing and Proposed Bikeways

4.4.2 REGULATORY FRAMEWORK

STATE

California Department of Transportation (Caltrans) is responsible for planning, design, construction, and maintenance of all state highways. I-80 is the only state highway that passes through Pinole. Caltrans' jurisdictional interest extends to improvements to those local roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission.

The Guide for the Preparation of Traffic Impact Studies (Caltrans, 2001) provides consistent guidance for Caltrans staff who review local development and land use change proposals. The guide also helps Caltrans staff, who informs local agencies of the information needed to analyze the traffic impacts to State highway facilities including freeway segments, on- or off-ramps, and signalized intersections.

REGIONAL

Metropolitan Transportation Commission (MTC) is the regional organization responsible for prioritizing transportation projects in a Regional Transportation Improvement Program (RTIP) for federal and state funding. The process is based on evaluating each project for need, feasibility, and adherence to federal transportation policies and the local Congestion Management Program (CMP). The CMP requires each jurisdiction to identify existing and future transportation facilities that would operate below an acceptable service level and provide mitigation where future growth would degrade that service level.

Standards for roadway operations in Pinole are defined on a countywide basis. In 1988, Contra Costa County voters passed Measure C, which raised the sales tax to provide funding for regional transportation improvements. Measure C requires local jurisdictions to adopt and implement a growth control program in order to receive their share of funds for transportation projects including maintenance. Measure C also included the Growth Management Program, which established a cooperative, multi-jurisdictional planning process requiring participation of all cities, towns, and the County in managing the impacts of growth in Contra Costa County.

Measure J, approved by the voters in 2004, authorized the extension of Measure C and establishes Transportation Sales Tax Expenditure Plan that extends the transportation sales tax initially authorized by the passage of Contra Costa Measure C. It provides for $2 billion in funding for programs and projects. These expenditures are "for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems", including paratransit services (California Public Utilities Code §180205), and for specific efforts supporting such investments. Measure J's Growth Management Program simplifies Measure C's requirements; it also requires a binding Urban Limit Line for the county and all of the cities within the county.

The Contra Costa Transportation Authority (CCTA) was established to implement Measure C and its overall goals. CCTA also serves as the Congestion Management Agency responsible for the

CMP. Local jurisdictions work through their respective Regional Transportation Planning Committees (RTPCs). As part of western Contra Costa County, the City of Pinole works with other west county jurisdictions through the West Contra Costa Transportation Advisory Committee (WCCTAC) to develop the West County Action Plan. The Action Plan identifies multi-modal traffic service objectives (MTSOs) for Routes of Regional Significance, which in Pinole include the freeway (I-80) and arterial streets (San Pablo Avenue and Appian Way). On these arterials, the MTSO sets a target level of service. The West County Action Plan was adopted on July 31, 2009.

LOCAL

The Measure C Growth Management Program sets standards for the regional and non-regional routes in Contra Costa County, which the City has incorporated into the Circulation Element of the 1995 General Plan. These standards are tied to land use and provide for a tiered system of transportation systems in Pinole, with different standards used for different types of streets.

4.4.3 IMPACTS AND MITIGATION MEASURES

This subsection describes the transportation analysis of the proposed General Plan Update and identifies potential impacts and mitigation measures that would be associated with the adoption of the proposed General Plan Update. Quantitative transportation impact analyses were conducted for the Year 2030 and assumed full build-out of the land uses proposed in the General Plan Update. In this manner, the full impact of the proposed Plan is analyzed. However, because it is unlikely that full build-out condition would occur by Year 2030, the transportation analyses tend to be more conservative.

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G. A transportation/traffic impact is considered significant if implementation of the proposed General Plan would result in the following:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Specifically, the following LOS and Volume to Capacity Ratios (V/C Ratios) are applied as the minimum acceptable standards for signalized intersections:

   Central Business District (LOS E+ or better, V/C Ratio of 0.90 to 0.94)

   Applicable roadways

   - San Pablo Avenue from Oak Ridge Road to eastern city limits

   Urban (LOS D- or better, V/C Ratio of 0.85 to 0.89)

   Applicable roadways

   - San Pablo Avenue from Oak Ridge Road to western city limits
   - Appian Way from San Pablo Avenue to southern city limits
   - Pinole Valley Road from San Pablo Avenue to city limits
   - Tennent Avenue from Pinole Valley Road to Railroad Avenue

- Fitzgerald Drive from Appian Way to 1,000 feet west of Appian Way
- Tara Hills Drive from Appian Way to 1,000 feet west of Appian Way

Suburban (LOS D+ or better, V/C Ratio of 0.80 to 0.85)

Applicable roadways

- All roadways not listed above

2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Specifically, the relevant MTSOs of the West County Action Plan are:
    - Maintain a Delay Index of 3.0 or less during weekday morning and evening peak hour on Interstate 80
    - Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue
    - Maintain LOS "D" or better at all signalized intersections on Appian Way
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Traffic Issues Not Further Analyzed

Air Traffic

Given the distance to San Rafael Airport (approximately 12 miles west) and Buchanan Field Airport (approximately 13 miles east), the proposed General Plan is not expected to result in a change to air traffic patterns because the facilities do not provide commuter or connecting services. Therefore, threshold of significance (3) above is not applicable.

TRANSPORTATION ANALYSIS METHODOLOGY AND RESULTS

The transportation impact analysis is focused on potential LOS impacts on freeways and intersections that would occur from increased travel demand associated with new land development and roadway network modifications under the proposed General Plan. The assessment of these components of the transportation systems was conducted quantitatively using the process outlined in the Analysis Methodology section below. For the transit, bicycle and pedestrian systems, the policies and implementation measures were evaluated against the significance thresholds.

Analysis Methodology

The Contra Costa Transportation Authority's Travel Demand Model was used to develop future traffic volume forecasts. The model was used to forecast the daily roadway volumes as well as the AM and PM peak hour intersection turning movement data. The following steps were taken in the analysis:

1. Roadway Networks. The latest available CCTA Model was reviewed to ensure that future regional roadway improvements are included as part of the future 2030 condition. For the 2030 baseline condition, this included the planned Appian Way widening from two lanes to four lanes between San Pablo Dam Road and Manor Road outside the city limit. For the Proposed General Plan, modifications included the proposed narrowing of San Pablo Avenue between Oakridge Road and the eastern city limit.

2. Land Use Data. The CCTA model includes future development throughout the region. The 2030 forecasts are consistent with regional totals for growth projected by the Association of Bay Area Governments (ABAG) in their *Projections 2005* report. Therefore, the traffic forecasts reflect traffic from growth in Pinole as well as traffic in the region that may use the roadways in the City of Pinole.

   The land use data for the proposed General Plan Update were developed. The land use data was categorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector (retail, service, agriculture, manufacturing, wholesale, and other) by traffic analysis zone (TAZ) for input to the model.

3. Model Forecasts. The model was used to produce traffic volume forecasts for 2030 baseline conditions and 2030 proposed General Plan Update conditions. The Gateway Capacity Constraint Methodology was applied in projecting the peak hour volumes. This methodology, consistent with the West County Action Plan for Routes of Regional Significance – 2009 Update (West County Action Plan), limits future peak hour volumes based on the capacity of major corridors (or gateways) that serves the area. The Bay Bridge serves as the gateway for the West Contra Costa County including Pinole. Both base year and future year forecasts were extracted and used to estimate the growth, which was applied to the existing counts. .

4. Impact Analysis. The significance criteria were used to identify potential roadway network deficiencies. For the intersections, the future (2030) volumes were adjusted following the process established in the CCTA Technical Procedures, using the Furness method. Free-flow and congested speeds from the model were used to calculate the delay index. For the other transportation issues, the impacts were qualitatively assessed and the proposed General Plan policies were reviewed for conflicts with adopted plans and policies.

Model Forecasts Summary

Summaries of daily vehicles trips, average vehicle trip lengths, and vehicle-miles traveled for trip generated in Pinole from the model forecasts are presented in Table 4.4-2.

TABLE 4.4-2
MODEL FORECAST SUMMARY

Year	Households	Total Employment	Total Daily Vehicle Trips	VMT Generated (in miles)	Average Trip Length (in miles)
2000 Model	7137	5747	68,495	620,000	9.05
2030 Baseline	7619	7324	81,679	750,000	9.18
Cumulative with Preferred Project	8651	8093	90,234	830,000	9.20

Source: Dowling Associates, 2010.

Intersection Operations

The forecasted intersection traffic volume for Year 2030 Baseline conditions is shown Figure 4.4-6 and for the proposed General Plan Update is shown in Figure 4.4.7. The intersection levels of service under both 2030 conditions are summarized in Table 4.4-3 The peak hour volumes at several intersections along key corridors serving Pinole, such as San Pablo Avenue, Appian Way, and Pinole Valley Road, would approach or exceed the capacity of the intersection, resulting in substandard conditions as identified in **bold**.

TABLE 4.4-3
YEAR 2030 PEAK HOUR INTERSECTION LEVELS OF SERVICE
BASELINE AND PROPOSED GENERAL PLAN UPDATE

#	Intersection	Time Period	LOS	V/C Ratio	LOS	V/C Ratio
			2030 Baseline		Proposed GP Update	
1	Del Monte Drive at San Pablo Avenue	AM	B	0.610	A	0.570
		PM	A	0.550	A	0.460
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.560	A	0.510
		PM	A	0.440	A	0.370
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.510	A	0.470
		PM	A	0.500	A	0.430
4	Appian Way at San Pablo Avenue	AM	D	0.850	B	0.630
		PM	**F**	**1.060**	C	0.740
5	Tennent Avenue at San Pablo Avenue	AM	C	0.780	**E**	**0.980**
		PM	B	0.680	D	0.830
6	Pinole Valley Road at San Pablo Avenue	AM	C	0.780	**E**	**0.950**
		PM	D	0.830	**F**	**1.060**

#	Intersection	Time Period	LOS	V/C Ratio	LOS	V/C Ratio
			2030 Baseline		Proposed GP Update	
7	Pinole Valley Road at Tennent Avenue	AM	B	0.610	B	0.670
		PM	A	0.380	A	0.450
8	Pinole Valley Road at Henry Avenue	AM	A	0.540	B	0.610
		PM	A	0.530	C	0.700
9	Pinole Valley Road at I-80 westbound ramps	AM	B	0.660	B	0.680
		PM	A	0.560	B	0.640
10	Pinole Valley Road at I-80 eastbound ramps	AM	C	0.700	B	0.700
		PM	**D**	**0.900**	**E**	**0.930**
11	Pinole Valley Road at Estates Avenue	AM	A	0.490	A	0.480
		PM	A	0.470	A	0.460
12	Pinole Valley Road at Ramona Street	AM	A	0.320	A	0.330
		PM	A	0.280	A	0.300
13	Appian Way at Mann Drive	AM	A	0.540	A	0.530
		PM	A	0.460	A	0.400
14	Appian Way at Tara Hills Drive-Canyon Drive	AM	**E**	**0.910**	D	0.880
		PM	B	0.680	C	0.710
15	Appian Way at I-80 westbound ramps	AM	**D**	**0.900**	D	0.870
		PM	C	0.710	C	0.720
16	Appian Way at I-80 eastbound ramps	AM	B	0.650	A	0.560
		PM	C	0.760	C	0.740
17	Appian Way at Fitzgerald Drive-Sara Drive	AM	B	0.700	C	0.760
		PM	D	0.820	D	0.870
18	Oak Ridge Lane at San Pablo Avenue	AM	A	0.570	D	0.810
		PM	A	0.530	B	0.670
19	Fernandez Avenue at San Pablo Avenue	AM	B	0.600	C	0.780
		PM	A	0.590	B	0.600
20	John Street at San Pablo Avenue	AM	B	0.690	**E**	**0.910**
		PM	A	0.580	C	0.740

Note: Bold indicates facilities that would not meet current standard; **Shaded** cells indicate significant impacts.

Figure 4.4.6: Intersection Traffic Volume – 2030 Baseline Conditions

Figure 4.4.7: Intersection Traffic Volume – Proposed General Plan Update Conditions

The 2030 conditions at these intersections represent increase traffic volumes due to growth in the City of Pinole as well as adjacent communities. In addition, San Pablo Avenue, as a parallel arterial to the congested I-80 corridor, and Appian Way providing access to the freeway serve not only the local traffic, but regional traffic along the I-80 corridor as well. Under the proposed General Plan Update with the narrowing of San Pablo Avenue, some of the traffic on San Pablo Avenue would shift back to I-80, but the reduced capacity due to the lane reduction on San Pablo Avenue would result in increased v/c at the intersection with Pinole Valley Road and Tennent Avenue.

PROJECT IMPACTS AND MITIGATION

Intersection Operations

Impact 4.4.1 Implementation of the proposed General Plan Update would result in an increase in V/C and decrease in LOS on study intersections during the AM and PM peak hours. This is considered a **significant** impact.

Implementation of the land use development and roadway modifications proposed in the General Plan Update would cause four study intersections to operate below City level of service standards as shown in Table 4.4-3. The San Pablo Avenue intersections with Tennent Avenue, Pinole Valley Road and John Street would degrade to LOS E or LOS F during one or both peak hours. The deterioration in operation at these intersections can be attributed to the proposed narrowing of San Pablo Avenue from the existing four travel lanes to two travel lanes through the Old Town area. In addition, the intersection of Pinole Valley Road and I-80 eastbound ramp would continue to operate at substandard level with an increase in V/C by 0.03 and level of service degrade from a high LOS D to a low LOS E.

Proposed General Plan Policies and Action Items

The proposed General Plan Update incorporates the following policies and actions that guide the development of the proposed circulation system and reduce potential level of service impacts to study roadway segments and intersections.

POLICY CE.1.2 Coordinate development of the circulation system with sustainable land use planning.

> Action CE.1.2.1 Give priority to projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
>
> Action CE.1.2.2 Require development to provide bus, bicycle, pedestrian and alternative fuel vehicle facilities, as appropriate.
>
> Action CE.1.2.3 Provide safe and convenient access for pedestrians and bicyclists, wherever feasible.

POLICY CE.1.6 Encourage transit services between major employment centers in each area of the city and surrounding communities.

Action CE.1.6.1 Coordinate the integration of local and regional transit with transportation agencies and other jurisdictions.

Action CE.1.6.2 Work with WestCAT, AC Transit and other transit providers to support expanded transit lines and increased frequency of service on major transit arterials.

POLICY CE.3.1 Apply the traffic service objectives indicated on Figure 7.4 (of the Circulation Element) for the identified roadways.

Action CE.3.1.1 Work with WCCTAC and CCTA to revise the Action Plan Level of Service standard for San Pablo Avenue within Old Town to LOS F.

Action CE.3.1.2 Project applicants shall provide a traffic study forecasting traffic impacts, identifying deficient roadways and intersections, and providing an implementation plan for needed improvements to the satisfaction of the Public Works Director/City Engineer.

Action CE.3.1.3 The City shall develop a Roadway/Trail Master plan to improve the sidewalk, bike trail, pedestrian trail and roadway system, as necessary for build-out of the General Plan.

POLICY CE.3.2 Maintain roadway network at or above established LOS thresholds.

POLICY CE.3.3 All projects shall pay their fair share of the cost for project impacts on the circulation network in order to ensure that established LOS are met.

Action CE.3.3.1 Establish a mechanism for collecting appropriate fees from development projects that will offset negative impacts on LOS thresholds.

Action CE.3.3.2 Adopt traffic impact fees that are based upon peak hour trip generation.

POLICY CE.3.4 Reduce traffic congestion at key intersections throughout the City, as appropriate and in line with the overall sustainability goals of the City.

Action CE.3.4.1 Construct necessary improvements to intersections to ensure that the applicable LOS mentioned in Policy CE.3.1 are achieved.

Mitigation Measures

The project impacts at the four study intersections would be considered **less than significant** if the proposed performance standards proposed in Policy CE.3.1 are applied. Therefore, no further mitigation measure to lessen the project impact at these intersections is proposed.

West County Action Plan MTSOs

Impact 4.4.2 Implementation of the proposed General Plan Update would conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This is considered a **significant** impact.

As summarized in Table 4.4-4, the delay index for I-80 between Alameda County Line and Carquinez Bridge would be maintained at less than 3.0 with and without the proposed General Plan Update. Implementation of the proposed General Plan Update would not exceed the MTSO outlined in the West County Action Plan for this facility. Therefore, this is considered a **less than significant** impact.

TABLE 4.4-4
DELAY INDEX FOR INTERSTATE 80 BETWEEN ALAMEDA COUNTY LINE AND CARQINEZ BRIDGE
2030 BASELINE AND PROPOSED GENERAL PLAN UPDATE

Scenario	*Direction*	*Distance (miles)*	*AM Delay Index*	*PM Delay Index*
2030 Baseline	I-80 NB	13.802	1.61	2.33
	I-80 SB	13.807	2.47	1.82
Proposed General Plan Update	I-80 NB	13.802	1.64	2.51
	I-80 SB	13.807	2.63	1.87

However, implementation of the General Plan Update and specifically, Policy CE.3.1 would modify the level of service standards along the Old Town segment of San Pablo Avenue to LOS F and along a segment of Appian Way just north of I-80 to LOS E as detailed under Impact 4.4.1. However, the West County Action Plan dictates that all signalized intersections along San Pablo Avenue shall maintain LOS E or better and along Appian Way LOS D or better. Therefore, the project conflicts with the MTSO established by the Action Plan and is therefore considered a **significant** impact.

Proposed General Plan Policies and Action Items That Provide Mitigation

Action CE.3.1.1 of the proposed General Plan Update directs the City to work with WCCTAC and CCTA to revise the MTSO for San Pablo Avenue within Old Town to LOS F. This Action provides mitigation to eliminate the conflict between the West County Action Plan and the proposed General Plan Update related to the Old Town segment of San Pablo Avenue.

Mitigation Measures

Maintaining the existing level of service performance standards along San Pablo Avenue and Appian Way, which are consistent with MTSO, would mitigate the project impact. However, the proposed modification in level of service standards reflects greater emphasis on alternative modes of transportation and allows for more sustainable growth in the city. The implementation of the General Plan Update would better balance the needs of all roadway users despite its conflict with the West County Action Plan's MTSOs.

To address the proposed LOS change for Appian Way, the following modification to the proposed Action CE.3.1.1 should be included in the Circulation Element.

MM 4.4.2a Action CE.3.1.1 of the Circulation Element of the General Plan shall be revised to read:

Work with WCCTAC and CCTA to revise the Action Plan Level of Service standard for San Pablo Avenue within Old Town to LOS F and for Appian Way between Mann Drive and I-80 to LOS E.

If the City is able to work with WCCTAC and CCTA to revise the Action Plan or the City modifies the proposed Circulation Element to be consistent with the adopted Action Plan, the project impact would be **less than significant**.

Roadway Hazards

Impact 4.4.3 Implementation of the proposed General Plan Update would result in changes to the circulation network. However, it would not increase hazards due to a design feature or incompatible uses. Therefore, the project impact is considered to be **less than significant**.

Subsequent land use activities associated with implementation of the proposed General Plan Update may require new roadway construction or modification to the existing circulation network associated with specific projects; however, the design of any new roadways or modifications would be required to meet the City's roadway design standards. Adherent to such standards would preclude the construction of any unsafe design features. Therefore, the project impact is anticipated to be **less than significant**.

Mitigation Measures

None required.

Emergency Access

Impact 4.4.4 Implementation of the proposed General Plan Update would result in an increase in vehicular traffic and changes to the roadway network, which may potentially increase emergency access conflicts. This is considered a **less than significant** impact.

While implementation of the proposed General Plan would increase the amount of vehicle traffic and modify the roadway network, the proposed General Plan Update is designed to provide and maintain a comprehensive circulation system within the City that would provide adequate roadway connections and emergency access options. The proposed narrowing of San Pablo Avenue in the Old Town area and the resulting degradation of level of service between Tennent Avenue and John Street may cause delay along San Pablo Avenue during the morning and evening peak periods. However, bike lanes and striped medians are proposed on the roadway, which would allow vehicles to pull over to the right and emergency response vehicles to pass on the left. The roadway design for the narrowing would be reviewed by the City's police and fire departments to ensure compliance with established standards and emergency requirement. Therefore, the project impact is anticipated to be **less than significant**.
.

Mitigation Measures

None required.

Alternative Mode of Transportation

Impact 4.4.5 Implementation of the proposed General Plan Update would support continued and expanded transit use, bicycling, and walking throughout the city, although changes to the roadway network may potentially affect bus operations. This is considered a **less than significant** impact.

The General Plan Update supports bicycle use and walking as forms of non-motorized transportation by establishing goals and related policies to enhance bicycle and pedestrian infrastructures throughout the city (Goal CE.7 and CE.8). For example, the proposed narrowing of San Pablo Avenue through Old Town would allow for the construction of bike lanes and provision of curb bulb-outs that would shorten the crossing distance and minimize safety exposure for pedestrians. As such, the General Plan Update would have positive impacts on bicycle and pedestrian facilities.

Regarding public transit, the narrowing of San Pablo Avenue may result in nominal delay for bus service during the peak commute periods. Furthermore, even though currently there is no bus stop in Old Town between John Street and Oak Ridge Avenue, stopped buses may inhibit through traffic if bus stops are to be added in the future. The proposed pedestrian bulb-outs would also require buses to pull into and out of the parking lane to load and unload passengers, which result in additional delays. Similar to emergency access discussed under Impact 4.4.4, the availability of bike lanes and striped medians would allow through traffic to pass on the left of the stopped bus and the City shall work with WestCat to design a narrowing plan compatible with the transit agency's needs, such as longer bulb-outs that can accommodate buses.

Proposed General Plan Policies and Action Items

The proposed General Plan Update includes the following policies and actions that support alternative mode of transportation:

POLICY CE.1.3 Encourage development that is sensitive to both local and regional transit measures and that promotes the use of alternative modes of transportation.

> Action CE.1.3.1 Consult with transit providers during review of development proposals.
>
> Action CE.1.3.2 Include facilities that support alternative modes of transportation (pedestrian, bicycles, public transit, electric vehicles, etc.) where feasible.

POLICY CE.1.4 Encourage maximum utilization of the existing public transit system and alternate modes of transportation in Pinole.

> Action CE.1.4.1 Study the feasibility of increasing public transit frequency in areas currently served, and continue evaluating the possibility of expanding service to areas currently without service.
>
> Action CE.1.4.2 Include links to public transit resources, bike trails maps, pedestrian trails maps and carpool/van pool information on the City's website.
>
> Action CE.1.4.3 Pursue extension of rapid bus service to Pinole and enhance transit facilities that serve Pinole users.
>
> Action CE.1.4.4 Support provision of wayfinding signage and markers for transit stops and multi use trails.

POLICY CE.1.5 Encourage transit facilities that will provide good access to major public facilities and employment centers in the city.

> Action CE.1.5.1 Enhance existing and provide additional bus shelters and other amenities that support transit use, where feasible and appropriate.

POLICY CE.1.6 Encourage transit services between major employment centers in each area of the city and surrounding communities.

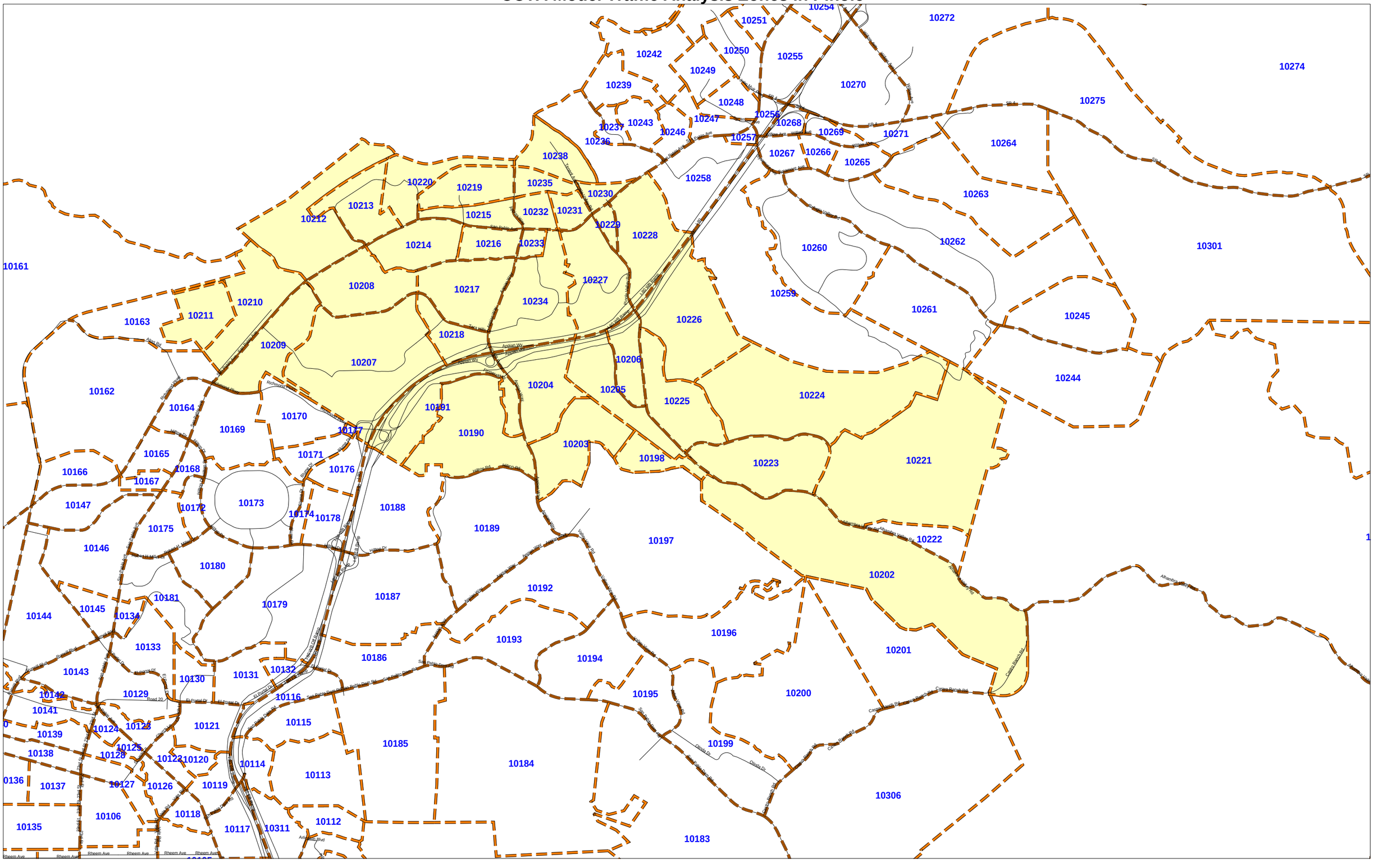
> Action CE.1.6.1 Coordinate the integration of local and regional transit with transportation agencies and other jurisdictions.

> Action CE.1.6.2 Work with WestCAT, AC Transit and other transit providers to support expanded transit lines and increased frequency of service on major transit arterials.

Mitigation Measures

None required.

CCTA Model Traffic Analysis Zones in Pinole



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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Scenario Report

Scenario:	Existing AM
Command:	ExAM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	68	3	76	118	390	3	7	1106	17	1791
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	68	3	76	118	390	3	7	1106	17	1791
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	131	0	35	20	401	3	13	1072	54	1773
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	131	0	35	20	401	3	13	1072	54	1773
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	90	11	21	21	496	40	17	992	21	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	90	11	21	21	496	40	17	992	21	1744
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	104	65	91	39	75	8	7	372	195	273	1051	34	2314
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	65	91	39	75	8	7	372	195	273	1051	34	2314
#5 Tennent Ave/ San Pablo Ave													
Base	20	52	196	38	34	14	11	198	189	55	1272	63	2142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	52	196	38	34	14	11	198	189	55	1272	63	2142
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	61	4	2	2	8	379	19	144	1370	17	2119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	61	4	2	2	8	379	19	144	1370	17	2119
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	221	186	8	270	44	37	88	65	140	38	14	1191
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	221	186	8	270	44	37	88	65	140	38	14	1191
#8 Pinole Valley Rd/ Henry Ave													
Base	46	503	36	8	628	20	25	4	57	55	8	11	1401
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	503	36	8	628	20	25	4	57	55	8	11	1401
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	454	0	0	377	243	0	0	0	236	335	90	2267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	454	0	0	377	243	0	0	0	236	335	90	2267

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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	945	325	85	519	0	191	1	462	0	0	0	2528
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	945	325	85	519	0	191	1	462	0	0	0	2528
#11 Pinole Valley Rd/ Estates Ave													
Base	11	893	12	96	812	73	107	6	10	10	14	270	2314
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	893	12	96	812	73	107	6	10	10	14	270	2314
#12 Pinole Valley Rd/ Ramona St													
Base	27	504	49	62	372	62	88	1	17	74	9	82	1347
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	504	49	62	372	62	88	1	17	74	9	82	1347
#13 Appian Wy/ Mann Dr													
Base	169	361	0	0	806	97	71	0	230	0	0	0	1734
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	169	361	0	0	806	97	71	0	230	0	0	0	1734
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	593	69	13	862	80	109	2	572	211	20	21	3173
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	593	69	13	862	80	109	2	572	211	20	21	3173
#15 Appian Way/ I-80 WB ramps													
Base	456	896	0	0	885	853	0	0	0	418	1	259	3768
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	456	896	0	0	885	853	0	0	0	418	1	259	3768
#16 Appian Way/ I-80 EB ramps													
Base	0	905	430	0	957	330	375	2	251	0	0	0	3250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	905	430	0	957	330	375	2	251	0	0	0	3250
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	169	884	23	132	697	336	236	25	115	138	116	271	3142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	169	884	23	132	697	336	236	25	115	138	116	271	3142
#18 Oak Ridge Ln/ San Pablo Ave													
Base	27	0	16	0	0	0	0	378	10	16	1339	0	1786
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	16	0	0	0	0	378	10	16	1339	0	1786

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Pinole General Plan (P06-130)
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Dowling Associates, Inc.

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	3	0	3	1	0	2	1	406	7	40	1385	1	1849
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	1	0	2	1	406	7	40	1385	1	1849
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	388	3	0	1566	0	1960
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	388	3	0	1566	0	1960
#21													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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--------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                            Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                           Impact Analysis Report
                              Level Of Service

Intersection                             Base           Future       Change
                                      Del/   V/       Del/   V/        in
                                  LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     A xxxxx 0.498   A xxxxx 0.498  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.441   A xxxxx 0.441  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.388   A xxxxx 0.388  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  A xxxxx 0.433   A xxxxx 0.433  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      A xxxxx 0.551   A xxxxx 0.551  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  A xxxxx 0.569   A xxxxx 0.569  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   A xxxxx 0.416   A xxxxx 0.416  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     A xxxxx 0.407   A xxxxx 0.407  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  A xxxxx 0.543   A xxxxx 0.543  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  B xxxxx 0.687   B xxxxx 0.687  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.482   A xxxxx 0.482  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.303   A xxxxx 0.303  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.512   A xxxxx 0.512  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       A xxxxx 0.405   A xxxxx 0.405  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   A xxxxx 0.500   A xxxxx 0.500  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     A xxxxx 0.414   A xxxxx 0.414  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    A xxxxx 0.412   A xxxxx 0.412  + 0.000 V/C

# 20 John St/ San Pablo Ave          A xxxxx 0.437   A xxxxx 0.437  + 0.000 V/C

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--------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                            Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.498
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  A
********************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:       0    2     1    68    3    76   118  390     3     7 1106    17
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    2     1    68    3    76   118  390     3     7 1106    17
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    2     1    68    3    76   118  390     3     7 1106    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    68    3    76   118  390     3     7 1106    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    17
RTOR Vol:       0    2     1    68    3    76   118  390     3     7 1106     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    2     1    68    3    76   118  390     3     7 1106     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650 1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.67  0.33 0.46 0.02  0.52  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550  763   34   853  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.09 0.09  0.09  0.07 0.12  0.00  0.00 0.34  0.00
Crit Volume:        3                     147   118                    553
Crit Moves:       ****                   ****  ****                   ****
********************************************************************************

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                         Pinole General Plan (P06-130)
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                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.441
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      25    0    19   131    0    35    20  401     3    13 1072    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25    0    19   131    0    35    20  401     3    13 1072    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25    0    19   131    0    35    20  401     3    13 1072    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    19   131    0    35    20  401     3    13 1072    54
RTOR Reduct:    0    0     0     0    0    20     0    0     0     0    0     0
RTOR Vol:      25    0    19   131    0    15    20  401     3    13 1072    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25    0    19   131    0    15    20  401     3    13 1072    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.90  0.10
Final Sat.:   977    0   743  1720    0  1720  1720 3414    26  1720 3275   165
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.01 0.12  0.12  0.01 0.33  0.33
Crit Volume:               44   131               20                   563
Crit Moves:              ****  ****             ****                  ****
********************************************************************************
```

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                         Pinole General Plan (P06-130)
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                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.388
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
********************************************************************************
Street Name:         Sunnyview Dr                      San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:30 to 8:30 AM
Base Vol:      17    9     9    90   11    21    21  496    40    17  992    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    9     9    90   11    21    21  496    40    17  992    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17    9     9    90   11    21    21  496    40    17  992    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17    9     9    90   11    21    21  496    40    17  992    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      17    9     9    90   11    21    21  496    40    17  992    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17    9     9    90   11    21    21  496    40    17  992    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.48 0.26  0.26  0.74 0.09  0.17  1.00 1.85  0.15  1.00 1.96  0.04
Final Sat.:   835  442   442  1269  155   296  1720 3183   257  1720 3369    71
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.07 0.07  0.07  0.01 0.16  0.16  0.01 0.29  0.29
Crit Volume:   17                        122    21                         507
Crit Moves:  ****                       ****  ****                        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.433
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:     104   65    91    39   75     8     7  372   195   273 1051    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  104   65    91    39   75     8     7  372   195   273 1051    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104   65    91    39   75     8     7  372   195   273 1051    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104   65    91    39   75     8     7  372   195   273 1051    34
RTOR Reduct:    0    0     0     0    0     0     0    0   104     0    0     0
RTOR Vol:     104   65    91    39   75     8     7  372    91   273 1051    34
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  104   65    91    39   75     8     7  372    91   273 1051    34
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.42  0.58  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.94  0.06
Final Sat.:  1720  717  1003  1720 1554   166  1720 3440  1720  1720 3332   108
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.09  0.02 0.05  0.05  0.00 0.11  0.05  0.16 0.32  0.32
Crit Volume:             156    39                 7                   543
Crit Moves:             ****  ****              ****                  ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.551
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                         San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      20   52   196    38   34    14    11  198   189    55 1272    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20   52   196    38   34    14    11  198   189    55 1272    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20   52   196    38   34    14    11  198   189    55 1272    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20   52   196    38   34    14    11  198   189    55 1272    63
RTOR Reduct:    0    0     0     0    0     0     0    0    20     0    0     0
RTOR Vol:      20   52   196    38   34    14    11  198   169    55 1272    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20   52   196    38   34    14    66  198   169    55 1272    63
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.21  0.79  0.44 0.40  0.16  0.86 1.14  1.00  0.08 1.83  0.09
Final Sat.:  1800  377  1423   795  712   293  1543 2057  1800   142 3294   163
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.14  0.14  0.05 0.05  0.05  0.01 0.10  0.09  0.39 0.39  0.39
Crit Volume:      248    38                11                   695
Crit Moves:      ****  ****              ****                  ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.569
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      15   98    61     4    2     2     8  379    19   144 1370    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   98    61     4    2     2     8  379    19   144 1370    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15   98    61     4    2     2     8  379    19   144 1370    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98    61     4    2     2     8  379    19   144 1370    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98    61     4    2     2     8  379    19   144 1370    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15   98    61     4    2     2    48  379    19   288 1370    17
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.09 0.56  0.35  0.50 0.25  0.25  0.04 1.87  0.09  0.21 1.77  0.02
Final Sat.:   155 1014   631   900  450   450    79 3368   153   374 3190    37
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.00 0.00  0.00  0.10 0.11  0.12  0.39 0.43  0.47
Crit Volume:             174     4                 8                         838
Crit Moves:             ****  ****              ****                        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.416
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                    Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:45 to 8:45 AM
Base Vol:      80  221   186     8  270    44    37   88    65   140   38    14
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   80  221   186     8  270    44    37   88    65   140   38    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  221   186     8  270    44    37   88    65   140   38    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  221   186     8  270    44    37   88    65   140   38    14
RTOR Reduct:    0    0   140     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  221    46     8  270    44    37   88    65   140   38     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   80  221    46     8  270    44    37   88    65   140   38     6
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1419   231  1650  949   701  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.03  0.00 0.19  0.19  0.02 0.09  0.09  0.08 0.02  0.00
Crit Volume:   80                          314              153   140
Crit Moves:  ****                         ****             ****  ****
********************************************************************************
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                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.407
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates Study
Base Vol:      46  503    36     8  628    20    25    4    57    55    8    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   46  503    36     8  628    20    25    4    57    55    8    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    46  503    36     8  628    20    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   46  503    36     8  628    20    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:      46  503     0     8  628    20    25    4    57    55    8    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   46  503     0     8  628    20    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.94  0.06  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 3198   102   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.30  0.00  0.00 0.20  0.20  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:       503            8                          86                74
Crit Moves:       ****        ****                       ****              ****
********************************************************************************
```

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                         Pinole General Plan (P06-130)
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                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.543
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                   I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:     532  454     0     0  377   243     0    0     0   236  335    90
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  532  454     0     0  377   243     0    0     0   236  335    90
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   532  454     0     0  377   243     0    0     0   236  335    90
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  454     0     0  377   243     0    0     0   236  335    90
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  454     0     0  377   243     0    0     0   236  335    90
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  532  454     0     0  377   243     0    0     0   236  335    90
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.71 1.02  0.27
Final Sat.:  3127 1720     0     0 2092  1348     0    0     0  1228 1743   468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.26  0.00  0.00 0.18  0.18  0.00 0.00  0.00  0.19 0.19  0.19
Crit Volume:  266                          310          0              331
Crit Moves:  ****                       ****                       ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.687
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73                Level Of Service:                  B
********************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:       0  945   325    85  519     0   191    1   462     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  945   325    85  519     0   191    1   462     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  945   325    85  519     0   191    1   462     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  945   325    85  519     0   191    1   462     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  945   325    85  519     0   191    1   462     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  945   325    85  519     0   191    1   462     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.15  0.00  0.11 0.11  0.27  0.00 0.00  0.00
Crit Volume:             635    85                          462          0
Crit Moves:             ****  ****                        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.482
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      11  893    12    96  812    73   107    6    10    10   14   270
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11  893    12    96  812    73   107    6    10    10   14   270
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11  893    12    96  812    73   107    6    10    10   14   270
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    12    96  812    73   107    6    10    10   14   270
RTOR Reduct:    0    0     0     0    0     0     0    0    10     0    0    96
RTOR Vol:      11  893    12    96  812    73   107    6     0    10   14   174
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11  893    12    96  812    73   107    6     0    10   14   174
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.84  0.16  0.95 0.05  1.00  0.42 0.58  1.00
Final Sat.:  1720 3394    46  1720 3156   284  1629   91  1720   717 1003  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.26  0.26  0.07 0.07  0.00  0.01 0.01  0.10
Crit Volume:       453          96              107                          174
Crit Moves:       ****        ****            ****                         ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.303
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    49    62  372    62    88    1    17    74    9    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  504    49    62  372    62    88    1    17    74    9    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  504    49    62  372    62    88    1    17    74    9    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    49    62  372    62    88    1    17    74    9    82
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    49    62  372    62    88    1    17    74    9    20
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54  504    49   124  372    62    88    1    17    74    9    20
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 1.74  0.16  0.29 1.49  0.22  0.83 0.01  0.16  0.89 0.11  1.00
Final Sat.:   176 3134   291   514 2686   400  1494   17   289  1605  195  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.12 0.14  0.16  0.06 0.06  0.06  0.05 0.05  0.01
Crit Volume:             303    62                   106          74
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.512
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Wy                           Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:30 to 8:30 AM
Base Vol:     169  361     0     0  806    97    71    0   230     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  169  361     0     0  806    97    71    0   230     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   169  361     0     0  806    97    71    0   230     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  361     0     0  806    97    71    0   230     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     169  361     0     0  806    97    71    0   230     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  676  361     0     0  806    97    71    0   230     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 1.79  0.21  0.24 0.00  0.76  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3213   387   425    0  1375     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.20  0.00  0.00 0.25  0.25  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  169                        452              301          0
Crit Moves:  ****                       ****             ****
********************************************************************************
```


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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:45 to 8:45 AM
Base Vol:     621  593    69    13  862    80   109    2   572   211   20    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  621  593    69    13  862    80   109    2   572   211   20    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   621  593    69    13  862    80   109    2   572   211   20    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  593    69    13  862    80   109    2   572   211   20    21
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    13
RTOR Vol:     621  593    69    13  862     0   109    2   230   211   20     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  621  593    69    13  862     0   109    2   230   211   20     8
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.79  0.21  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 2956   344  1650 3300  1650  1620   30  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.20  0.20  0.01 0.26  0.00  0.07 0.07  0.08  0.13 0.01  0.00
Crit Volume:  311                   431                    115   211
Crit Moves:  ****                  ****                   ****  ****
********************************************************************************
```

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Existing AM                Tue Apr 20, 2010 11:53:57                Page 18-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:30 to 8:30 Am
Base Vol:     456  896     0     0  885   853     0    0     0   418    1   259
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  456  896     0     0  885   853     0    0     0   418    1   259
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   456  896     0     0  885   853     0    0     0   418    1   259
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  456  896     0     0  885   853     0    0     0   418    1   259
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     456  896     0     0  885   853     0    0     0   418    1   259
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  456  896     0     0  885   853     0    0     0   418    1   259
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3119    8  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.26  0.00  0.00 0.26  0.50  0.00 0.00  0.00  0.13 0.12  0.15
Crit Volume:  456                   443                    0                   259
Crit Moves:  ****                  ****                                       ****
********************************************************************************
```

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```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 19-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.405
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:30 to 8:30 AM
Base Vol:       0  905   430     0  957   330   375    2   251     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  905   430     0  957   330   375    2   251     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  905   430     0  957   330   375    2   251     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  905   430     0  957   330   375    2   251     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  905   430     0  957   330   375    2   251     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  905   430     0  957   330   375    2   251     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3600  1636     0 3600  1800  3255   19  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.26  0.00 0.27  0.18  0.12 0.10  0.14  0.00 0.00  0.00
Crit Volume:    0                   478                    251          0
Crit Moves:  ****                ****                   ****
********************************************************************************
```

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Existing AM                Tue Apr 20, 2010 11:53:57                Page 20-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.500
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include            Ovl           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:45 to 8:45 AM
Base Vol:     169  884    23   132  697   336   236   25   115   138  116   271
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  169  884    23   132  697   336   236   25   115   138  116   271
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   169  884    23   132  697   336   236   25   115   138  116   271
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  884    23   132  697   336   236   25   115   138  116   271
RTOR Reduct:    0    0     0     0    0    90     0    0    93     0    0   132
RTOR Vol:     169  884    23   132  697   246   236   25    22   138  116   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  169  884    23   132  697   246   236   25    22   138  116   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.95  0.05  1.00 2.00  2.00  2.71 0.29  1.00  1.00 1.00  1.00
Final Sat.:  3000 3216    84  1650 3300  3000  3894  474  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.27  0.27  0.08 0.21  0.08  0.06 0.05  0.01  0.08 0.07  0.08
Crit Volume:      454         132                 87                        139
Crit Moves:      ****        ****                ****                       ****
********************************************************************************
```


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Existing AM                Tue Apr 20, 2010 11:53:57                Page 21-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.414
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                  A
********************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      27    0    16     0    0     0     0  378    10    16 1339     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27    0    16     0    0     0     0  378    10    16 1339     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27    0    16     0    0     0     0  378    10    16 1339     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0  378    10    16 1339     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0  378    10    16 1339     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   27    0    16     0    0     0     0  378    10    16 1339     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.95  0.05  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3351    89  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.11  0.11  0.01 0.39  0.00
Crit Volume:               43           0           0                   670
Crit Moves:               ****                    ****                   ****
********************************************************************************
```

```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 22-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.412
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24                Level Of Service:                  A
********************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:       3    0     3     1    0     2     1  406     7    40 1385     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0     3     1    0     2     1  406     7    40 1385     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0     3     1    0     2     1  406     7    40 1385     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     3     1    0     2     1  406     7    40 1385     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       3    0     3     1    0     2     1  406     7    40 1385     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  2.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0     3     1    0     2     6  406     7    80 1385     1
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  0.33 0.00  0.67  0.01 1.96  0.03  0.05 1.94  0.01
Final Sat.:   900    0   900   600    0  1200     9 3531    60   104 3494     2
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.11 0.11  0.12  0.39 0.40  0.41
Crit Volume:                6     1                1                         733
Crit Moves:               ****  ****             ****                      ****
********************************************************************************
```


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Existing AM                Tue Apr 20, 2010 11:53:57                Page 23-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.437
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26                Level Of Service:                  A
*******************************************************************************
Street Name:             John St                        San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << Volumes from San Pablo Ave RSTP
Base Vol:       0    0     3     0    0     0     0  388     3     0 1566     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     3     0    0     0     0  388     3     0 1566     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     3     0    0     0     0  388     3     0 1566     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0  388     3     0 1566     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0  388     3     0 1566     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     3     0    0     0     0  388     3     0 1566     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.98  0.02  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3572    28     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.11  0.11  0.00 0.44  0.00
Crit Volume:                3     0                 0                    783
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Existing PM                Tue Apr 20, 2010 11:54:01                Page 1-1
-------------------------------------------------------------------------------
                         Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:              Existing PM

Command:               ExPM
Volume:                Existing PM
Geometry:              Existing
Impact Fee:            Default Impact Fee
Trip Generation:       Default Trip Generation
Trip Distribution:     Default Trip Distribution
Paths:                 Default Path
Routes:                Default Route
Configuration:         Default Configuration

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	4	2	14	50	2	72	192	974	31	35	501	24	1901
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	14	50	2	72	192	974	31	35	501	24	1901
#2 Pinole Shores Dr/ San Pablo Ave													
Base	3	0	8	66	0	17	34	973	19	12	562	86	1780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	8	66	0	17	34	973	19	12	562	86	1780
#3 Sunnyview Dr/ San Pablo Ave													
Base	23	7	25	82	10	25	63	945	33	36	602	49	1900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	7	25	82	10	25	63	945	33	36	602	49	1900
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	310	96	237	40	42	25	18	840	149	223	357	41	2378
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	96	237	40	42	25	18	840	149	223	357	41	2378
#5 Tennent Ave/ San Pablo Ave													
Base	83	64	57	46	35	24	28	915	198	94	530	53	2127
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	64	57	46	35	24	28	915	198	94	530	53	2127
#6 Pinole Valley Rd/ San Pablo Ave													
Base	31	9	286	4	7	7	10	1027	6	127	621	4	2139
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	9	286	4	7	7	10	1027	6	127	621	4	2139
#7 Tennent Ave/ Pinole Valley Rd													
Base	9	303	303	14	361	4	3	2	9	150	8	9	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	303	303	14	361	4	3	2	9	150	8	9	1175
#8 Pinole Valley Rd/ Henry Ave													
Base	77	514	92	12	441	6	4	6	39	55	3	11	1260
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	514	92	12	441	6	4	6	39	55	3	11	1260
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	504	583	0	0	342	219	0	0	0	303	0	80	2031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	504	583	0	0	342	219	0	0	0	303	0	80	2031

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	702	306	78	569	0	447	48	637	0	0	0	2787
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	702	306	78	569	0	447	48	637	0	0	0	2787
#11 Pinole Valley Rd/ Estates Ave													
Base	20	690	16	209	810	187	192	12	11	12	12	126	2297
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	690	16	209	810	187	192	12	11	12	12	126	2297
#12 Pinole Valley Rd/ Ramona St													
Base	10	404	22	138	568	14	42	4	6	20	6	54	1288
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	404	22	138	568	14	42	4	6	20	6	54	1288
#13 Appian Wy/ Mann Dr													
Base	231	767	0	0	404	66	36	0	94	0	0	0	1598
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	231	767	0	0	404	66	36	0	94	0	0	0	1598
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	630	707	117	8	509	64	178	36	685	100	30	8	3072
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	630	707	117	8	509	64	178	36	685	100	30	8	3072
#15 Appian Way/ I-80 WB ramps													
Base	342	1082	0	0	756	476	0	0	0	515	9	316	3496
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	342	1082	0	0	756	476	0	0	0	515	9	316	3496
#16 Appian Way/ I-80 EB ramps													
Base	0	820	887	0	973	293	568	257	247	0	0	0	4045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	820	887	0	973	293	568	257	247	0	0	0	4045
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	310	723	22	92	577	604	908	49	329	32	61	54	3761
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	310	723	22	92	577	604	908	49	329	32	61	54	3761
#18 Oak Ridge Ln/ San Pablo Ave													
Base	16	0	12	0	0	0	0	1107	11	16	634	0	1796
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	0	12	0	0	0	0	1107	11	16	634	0	1796

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	16	2	33	18	0	21	14	952	21	21	616	12	1726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	2	33	18	0	21	14	952	21	21	616	12	1726
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1305	3	0	766	0	2097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1305	3	0	766	0	2097
#21													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000
# 15 Appian Way/ I-80 WB ramps	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 16 Appian Way/ I-80 EB ramps	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000

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--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.404
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:       4    2    14    50    2    72   192  974    31    35  501    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    2    14    50    2    72   192  974    31    35  501    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    2    14    50    2    72   192  974    31    35  501    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    50    2    72   192  974    31    35  501    24
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    24
RTOR Vol:       4    2    14    50    2    72   192  974    27    35  501     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    2    14    50    2    72   192  974    27    35  501     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.10  0.70  0.40 0.02  0.58  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   665   27   958  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.30  0.02  0.02 0.15  0.00
Crit Volume:        20              124              487          35
Crit Moves:       ****             ****             ****        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 5-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.340
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:15 to 5:15 PM
Base Vol:       3    0     8    66    0    17    34  973    19    12  562    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0     8    66    0    17    34  973    19    12  562    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0     8    66    0    17    34  973    19    12  562    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    66    0    17    34  973    19    12  562    86
RTOR Reduct:    0    0     0     0    0    17     0    0     0     0    0     0
RTOR Vol:       3    0     8    66    0     0    34  973    19    12  562    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0     8    66    0     0    34  973    19    12  562    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.96  0.04  1.00 1.73  0.27
Final Sat.:   469    0  1251  1720    0  1720  1720 3374    66  1720 2983   457
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.02 0.29  0.29  0.01 0.19  0.19
Crit Volume:            11    66                   496          12
Crit Moves:            ****  ****                 ****        ****
********************************************************************************
```


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Existing PM                Tue Apr 20, 2010 11:54:02                Page 6-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.385
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
********************************************************************************
Street Name:           Sunnyview Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      23    7    25    82   10    25    63  945    33    36  602    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23    7    25    82   10    25    63  945    33    36  602    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23    7    25    82   10    25    63  945    33    36  602    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    82   10    25    63  945    33    36  602    49
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    82   10    25    63  945    33    36  602    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23    7    25    82   10    25    63  945    33    36  602    49
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.42 0.13  0.45  0.70 0.09  0.21  1.00 1.93  0.07  1.00 1.85  0.15
Final Sat.:   719  219   782  1205  147   368  1720 3324   116  1720 3181   259
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.07 0.07  0.07  0.04 0.28  0.28  0.02 0.19  0.19
Crit Volume:              55    82                   489          36
Crit Moves:              ****  ****                 ****        ****
********************************************************************************
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Existing PM                Tue Apr 20, 2010 11:54:02                Page 7-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.593
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  A
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:     310   96   237    40   42    25    18  840   149   223  357    41
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  310   96   237    40   42    25    18  840   149   223  357    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   310   96   237    40   42    25    18  840   149   223  357    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  310   96   237    40   42    25    18  840   149   223  357    41
RTOR Reduct:    0    0     0     0    0     0     0    0   149     0    0     0
RTOR Vol:     310   96   237    40   42    25    18  840     0   223  357    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  310   96   237    40   42    25    18  840     0   223  357    41
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.29  0.71  1.00 0.63  0.37  1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:  1720  496  1224  1720 1078   642  1720 3440  1720  1720 3086   354
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.19  0.19  0.02 0.04  0.04  0.01 0.24  0.00  0.13 0.12  0.12
Crit Volume:  310                          67         420         223
Crit Moves:  ****                        ****       ****        ****
********************************************************************************
```


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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.427
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      83   64    57    46   35    24    28  915   198    94  530    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   83   64    57    46   35    24    28  915   198    94  530    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    83   64    57    46   35    24    28  915   198    94  530    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83   64    57    46   35    24    28  915   198    94  530    53
RTOR Reduct:    0    0     0     0    0     0     0    0    83     0    0     0
RTOR Vol:      83   64    57    46   35    24    28  915   115    94  530    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  4.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   83   64    57    46   35    24    56  915   115   376  530    53
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.53  0.47  0.44 0.33  0.23  0.12 1.88  1.00  0.48 1.41  0.11
Final Sat.:  1800  952   848   789  600   411   220 3380  1800   857 2544   199
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.07  0.07  0.06 0.06  0.06  0.13 0.27  0.06  0.11 0.21  0.27
Crit Volume:   83                         105        487          94
Crit Moves:  ****                        ****       ****        ****
********************************************************************************
```



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Existing PM                Tue Apr 20, 2010 11:54:02                Page 9-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.552
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      31    9   286     4    7     7    10 1027     6   127  621     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31    9   286     4    7     7    10 1027     6   127  621     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31    9   286     4    7     7    10 1027     6   127  621     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31    9   286     4    7     7    10 1027     6   127  621     4
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      31    9   286     4    7     7    10 1027     6   127  621     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  4.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   31    9   286     4    7     7    40 1027     6   762  621     4
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.09 0.03  0.88  0.22 0.39  0.39  0.02 1.97  0.01  1.00 0.99  0.01
Final Sat.:   171   50  1579   400  700   700    36 3544    20  1800 1790    10
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18  0.18  0.01 0.01  0.01  0.28 0.29  0.30  0.07 0.35  0.39
Crit Volume:      326           4                          536   127
Crit Moves:      ****        ****                        ****  ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 10-1
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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.324
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 5:00 to 6:00 PM
Base Vol:       9  303   303    14  361     4     3    2     9   150    8     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  303   303    14  361     4     3    2     9   150    8     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  303   303    14  361     4     3    2     9   150    8     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  303   303    14  361     4     3    2     9   150    8     9
RTOR Reduct:    0    0   150     0    0     0     0    0     0     0    0     9
RTOR Vol:       9  303   153    14  361     4     3    2     9   150    8     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9  303   153    14  361     4     3    2     9   150    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.09  0.01 0.22  0.22  0.00 0.01  0.01  0.09 0.00  0.00
Crit Volume:    9                         365          11          150
Crit Moves:  ****                        ****        ****        ****
********************************************************************************
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                         Pinoole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.390
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      77  514    92    12  441     6     4    6    39    55    3    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77  514    92    12  441     6     4    6    39    55    3    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77  514    92    12  441     6     4    6    39    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  514    92    12  441     6     4    6    39    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  514    37    12  441     6     4    6    39    55    3    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   77  514    37    12  441     6     4    6    39    55    3    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.97  0.03  0.08 0.12  0.80  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3256    44   135  202  1313  1315   72   263
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.14  0.14  0.03 0.03  0.03  0.04 0.04  0.04
Crit Volume:       514          12                          49          69
Crit Moves:       ****        ****                       ****        ****
********************************************************************************
```

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                        Pinoole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.515
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                   I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:     504  583     0     0  342   219     0    0     0   303    0    80
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  504  583     0     0  342   219     0    0     0   303    0    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   504  583     0     0  342   219     0    0     0   303    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  504  583     0     0  342   219     0    0     0   303    0    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     504  583     0     0  342   219     0    0     0   303    0    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  504  583     0     0  342   219     0    0     0   303    0    80
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  1.00 0.58  0.42
Final Sat.:  3127 1720     0     0 2097  1343     0    0     0  1720 1001   719
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.16  0.16  0.00 0.00  0.00  0.18 0.00  0.11
Crit Volume:       583           0                       0          303
Crit Moves:       ****        ****                                ****
********************************************************************************
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.709
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
********************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:       0  702   306    78  569     0   447   48   637     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  702   306    78  569     0   447   48   637     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  702   306    78  569     0   447   48   637     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   306    78  569     0   447   48   637     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   306    78  569     0   447   48   637     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  702   306    78  569     0   447   48   637     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.39  0.61  1.00 2.00  0.00  0.90 0.10  1.00  0.00 0.00  0.00
Final Sat.:     0 2396  1044  1720 3440     0  1553  167  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.05 0.17  0.00  0.29 0.29  0.37  0.00 0.00  0.00
Crit Volume:             504    78                          637           0
Crit Moves:              ****  ****                        ****
********************************************************************************
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.452
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      20  690    16   209  810   187   192   12    11    12   12   126
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  690    16   209  810   187   192   12    11    12   12   126
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  690    16   209  810   187   192   12    11    12   12   126
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  690    16   209  810   187   192   12    11    12   12   126
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   126
RTOR Vol:      20  690    16   209  810   187   192   12     0    12   12     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20  690    16   209  810   187   192   12     0    12   12     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.95  0.05  1.00 1.62  0.38  0.94 0.06  1.00  0.50 0.50  1.00
Final Sat.:  1720 3362    78  1720 2795   645  1619  101  1720   860  860  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.12 0.29  0.29  0.12 0.12  0.00  0.01 0.01  0.00
Crit Volume:       353         209                   204          12
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 15-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.241
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  404    22   138  568    14    42    4     6    20    6    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  404    22   138  568    14    42    4     6    20    6    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  404    22   138  568    14    42    4     6    20    6    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   10  404    22   138  568    14    42    4     6    20    6    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      10  404    22   138  568    14    42    4     6    20    6     0
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20  404    22   276  568    14    42    4     6    20    6     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.05 1.85  0.10  0.47 1.50  0.03  0.81 0.08  0.11  0.77 0.23  1.00
Final Sat.:    85 3338   178   854 2688    59  1454  138   208  1385  415  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.16 0.21  0.24  0.03 0.03  0.03  0.01 0.01  0.00
Crit Volume:             223   138                    52          20
Crit Moves:             ****  ****                  ****        ****
********************************************************************************
```


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Existing PM                Tue Apr 20, 2010 11:54:02                Page 16-1
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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.498
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Wy                         Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:30 to 5:30 PM
Base Vol:     231  767     0     0  404    66    36    0    94     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  231  767     0     0  404    66    36    0    94     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   231  767     0     0  404    66    36    0    94     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  231  767     0     0  404    66    36    0    94     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     231  767     0     0  404    66    36    0    94     0    0     0
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  462  767     0     0  404    66    36    0    94     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 1.72  0.28  0.28 0.00  0.72  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3094   506   498    0 1302     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.43  0.00  0.00 0.13  0.13  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:       767           0                          130           0
Crit Moves:       ****        ****                        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 17-1
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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.555
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:15 to 5:15 PM
Base Vol:     630  707   117     8  509    64   178   36   685   100   30     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  630  707   117     8  509    64   178   36   685   100   30     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   630  707   117     8  509    64   178   36   685   100   30     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  707   117     8  509    64   178   36   685   100   30     8
RTOR Reduct:    0    0     0     0    0    64     0    0   347     0    0     8
RTOR Vol:     630  707   117     8  509     0   178   36   339   100   30     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  630  707   117     8  509     0   178   36   339   100   30     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.72  0.28  1.00 2.00  1.00  0.83 0.17  2.00  1.00 1.00  1.00
Final Sat.:  3000 2831   469  1650 3300  1650  1372  278  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.25  0.25  0.00 0.15  0.00  0.13 0.13  0.11  0.06 0.02  0.00
Crit Volume:  315                   255              214         100
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
```


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Existing PM                Tue Apr 20, 2010 11:54:02                Page 18-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.602
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:30 to 5:30 PM
Base Vol:     342 1082     0     0  756   476     0    0     0   515    9   316
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  342 1082     0     0  756   476     0    0     0   515    9   316
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   342 1082     0     0  756   476     0    0     0   515    9   316
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  342 1082     0     0  756   476     0    0     0   515    9   316
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     342 1082     0     0  756   476     0    0     0   515    9   316
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  342 1082     0     0  756   476     0    0     0   515    9   316
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3073   59  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.31  0.00  0.00 0.22  0.28  0.00 0.00  0.00  0.17 0.15  0.18
Crit Volume:  342                   378                 0                    316
Crit Moves:  ****                  ****                                     ****
********************************************************************************
```



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Existing PM                Tue Apr 20, 2010 11:54:02                Page 19-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.600
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:45 to 5:45 PM
Base Vol:       0  820   887     0  973   293   568  257   247     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  820   887     0  973   293   568  257   247     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  820   887     0  973   293   568  257   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  820   887     0  973   293   568  257   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  820   887     0  973   293   568  257   247     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  820   887     0  973   293   568  257   247     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.44  1.56  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 2594  2551     0 3600  1800  2253 1121  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.35  0.00 0.27  0.16  0.25 0.23  0.14  0.00 0.00  0.00
Crit Volume:             569     0              412                      0
Crit Moves:             ****  ****             ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 20-1
-------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.541
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 5:00 to 6:00 PM
Base Vol:     310  723    22    92  577   604   908   49   329    32   61    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  310  723    22    92  577   604   908   49   329    32   61    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   310  723    22    92  577   604   908   49   329    32   61    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  310  723    22    92  577   604   908   49   329    32   61    54
RTOR Reduct:    0    0     0     0    0   348     0    0   171     0    0    54
RTOR Vol:     310  723    22    92  577   256   908   49   159    32   61     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  310  723    22    92  577   256   908   49   159    32   61     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.94  0.06  1.00 2.00  2.00  2.85 0.15  1.00  1.00 1.00  1.00
Final Sat.:  3000 3203    97  1650 3300  3000  4086  253  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.23  0.06 0.17  0.09  0.22 0.19  0.10  0.02 0.04  0.00
Crit Volume:             373    92              319                    61
Crit Moves:             ****  ****             ****                  ****
*******************************************************************************
```



```
Existing PM                Tue Apr 20, 2010 11:54:02                Page 21-1
-------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.351
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      16    0    12     0    0     0     0 1107    11    16  634     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0    12     0    0     0     0 1107    11    16  634     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0    12     0    0     0     0 1107    11    16  634     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1107    11    16  634     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1107    11    16  634     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16    0    12     0    0     0     0 1107    11    16  634     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3406    34  1720 3440     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.32  0.33  0.01 0.18  0.00
Crit Volume:              28          0                    559    16
Crit Moves:             ****                             ****  ****
*******************************************************************************
```

```
Existing PM                Tue Apr 20, 2010 11:54:02                Page 22-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.336
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                  A
********************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      16    2    33    18    0    21    14  952    21    21  616    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    2    33    18    0    21    14  952    21    21  616    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    2    33    18    0    21    14  952    21    21  616    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    2    33    18    0    21    14  952    21    21  616    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    2    33    18    0    21    14  952    21    21  616    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  4.00 1.00  1.00  4.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16    2    33    18    0    21    56  952    21    84  616    12
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.31 0.04  0.65  0.46 0.00  0.54  0.03 1.93  0.04  0.07 1.90  0.03
Final Sat.:   565   71  1165   831    0   969    53 3473    73   129 3410    61
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.02 0.00  0.02  0.26 0.27  0.29  0.16 0.18  0.20
Crit Volume:              51    18                          514    21
Crit Moves:              ****  ****                        ****  ****
********************************************************************************
```



```
Existing PM                Tue Apr 20, 2010 11:54:02                Page 23-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #20 John St/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.376
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23                Level Of Service:                  A
********************************************************************************
Street Name:             John St                          San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << Volumes from San Pablo Ave RSTP
Base Vol:       0    0    23     0    0     0     0 1305     3     0  766     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    23     0    0     0     0 1305     3     0  766     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    23     0    0     0     0 1305     3     0  766     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1305     3     0  766     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1305     3     0  766     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0    23     0    0     0     0 1305     3     0  766     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.36  0.36  0.00 0.21  0.00
Crit Volume:              23     0                           654     0
Crit Moves:              ****                              ****  ****
********************************************************************************
```

Cumulative AM Tue Apr 20, 2010 11:54:06 Page 1-1

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Cumulative AM
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Cumulative AM Tue Apr 20, 2010 11:54:06 Page 2-1

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	72	3	76	118	791	3	7	1482	21	2576
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	72	3	76	118	791	3	7	1482	21	2576
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	135	0	40	29	793	3	13	1454	54	2565
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	135	0	40	29	793	3	13	1454	54	2565
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	95	11	26	32	887	40	17	1370	21	2534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	95	11	26	32	887	40	17	1370	21	2534
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	124	97	508	71	75	8	7	766	195	401	1395	60	3707
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	97	508	71	75	8	7	766	195	401	1395	60	3707
#5 Tennent Ave/ San Pablo Ave													
Base	21	52	259	45	34	15	12	981	228	55	1783	63	3548
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	52	259	45	34	15	12	981	228	55	1783	63	3548
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	101	9	2	2	8	1237	22	519	1881	17	3911
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	101	9	2	2	8	1237	22	519	1881	17	3911
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	223	220	8	270	44	37	88	65	456	38	33	1562
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	223	220	8	270	44	37	88	65	456	38	33	1562
#8 Pinole Valley Rd/ Henry Ave													
Base	253	541	36	8	629	335	25	4	57	55	8	11	1962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	541	36	8	629	335	25	4	57	55	8	11	1962
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	458	0	0	377	243	0	0	0	287	406	377	2680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	458	0	0	377	243	0	0	0	287	406	377	2680

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Cumulative AM Tue Apr 20, 2010 11:54:06 Page 2-2

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	948	326	85	556	0	191	1	490	0	0	0	2597
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	948	326	85	556	0	191	1	490	0	0	0	2597
#11 Pinole Valley Rd/ Estates Ave													
Base	11	893	16	98	886	73	107	6	11	17	14	274	2406
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	893	16	98	886	73	107	6	11	17	14	274	2406
#12 Pinole Valley Rd/ Ramona St													
Base	27	504	49	62	451	62	88	1	21	116	9	85	1475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	504	49	62	451	62	88	1	21	116	9	85	1475
#13 Appian Wy/ Mann Dr													
Base	172	705	4	0	911	97	71	0	232	0	0	0	2192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	172	705	4	0	911	97	71	0	232	0	0	0	2192
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	893	70	17	905	80	110	2	572	585	34	101	3990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	893	70	17	905	80	110	2	572	585	34	101	3990
#15 Appian Way/ I-80 WB ramps													
Base	481	1144	0	0	1299	853	0	0	0	742	1	308	4828
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	481	1144	0	0	1299	853	0	0	0	742	1	308	4828
#16 Appian Way/ I-80 EB ramps													
Base	0	1009	519	0	1707	330	559	3	275	0	0	0	4402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1009	519	0	1707	330	559	3	275	0	0	0	4402
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	277	1102	23	132	994	917	264	25	115	214	345	61	4469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	1102	23	132	994	917	264	25	115	214	345	61	4469
#18 Oak Ridge Ln/ San Pablo Ave													
Base	27	0	16	0	0	0	0	1205	10	16	1864	0	3138
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	16	0	0	0	0	1205	10	16	1864	0	3138

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Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	7	0	8	1	0	2	1	1257	15	41	1889	1	3222
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	8	1	0	2	1	1257	15	41	1889	1	3222
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	1291	3	0	2461	0	3758
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	1291	3	0	2461	0	3758
#21													
Base	10	5	10	12	5	10	20	1240	10	10	1849	11	3192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	12	5	10	20	1240	10	10	1849	11	3192

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Cumulative AM              Tue Apr 20, 2010 11:54:06                 Page 3-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                        2030 AM Cumulative Conditions
                          Dowling Associates, Inc.
-------------------------------------------------------------------------------
                           Impact Analysis Report
                              Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     B xxxxx 0.614   B xxxxx 0.614  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.559   A xxxxx 0.559  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.510   A xxxxx 0.510  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  D xxxxx 0.849   D xxxxx 0.849  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      C xxxxx 0.778   C xxxxx 0.778  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  C xxxxx 0.775   C xxxxx 0.775  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   B xxxxx 0.608   B xxxxx 0.608  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     A xxxxx 0.542   A xxxxx 0.542  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  B xxxxx 0.661   B xxxxx 0.661  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  C xxxxx 0.705   C xxxxx 0.705  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.486   A xxxxx 0.486  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.321   A xxxxx 0.321  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.544   A xxxxx 0.544  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  E xxxxx 0.913   E xxxxx 0.913  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       D xxxxx 0.895   D xxxxx 0.895  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       B xxxxx 0.646   B xxxxx 0.646  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   B xxxxx 0.697   B xxxxx 0.697  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     A xxxxx 0.567   A xxxxx 0.567  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    B xxxxx 0.603   B xxxxx 0.603  + 0.000 V/C

# 20 John St/ San Pablo Ave          B xxxxx 0.685   B xxxxx 0.685  + 0.000 V/C

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Cumulative AM              Tue Apr 20, 2010 11:54:06                 Page 4-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                        2030 AM Cumulative Conditions
                          Dowling Associates, Inc.
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.614
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59                Level Of Service:                   B
*******************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    2     1    72    3    76   118  791     3     7 1482    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    2     1    72    3    76   118  791     3     7 1482    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    2     1    72    3    76   118  791     3     7 1482    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    72    3    76   118  791     3     7 1482    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    21
RTOR Vol:       0    2     1    72    3    76   118  791     3     7 1482     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    2     1    72    3    76   118  791     3     7 1482     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.67  0.33  0.48 0.02  0.50  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550   787   33   830  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.07 0.24  0.00  0.00 0.45  0.00
Crit Volume:         3                     151   118                    741
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************

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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                   San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25    0    19   135    0    40    29  793     3    13 1454    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25    0    19   135    0    40    29  793     3    13 1454    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25    0    19   135    0    40    29  793     3    13 1454    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    19   135    0    40    29  793     3    13 1454    54
RTOR Reduct:    0    0     0     0    0    29     0    0     0     0    0     0
RTOR Vol:      25    0    19   135    0    11    29  793     3    13 1454    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25    0    19   135    0    11    29  793     3    13 1454    54
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.93  0.07
Final Sat.:   977    0   743  1720    0  1720  1720 3427    13  1720 3317   123
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.23  0.23  0.01 0.44  0.44
Crit Volume:               44   135               29                         754
Crit Moves:              ****  ****              ****                        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:         Sunnyview Dr                       San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    9     9    95   11    26    32  887    40    17 1370    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    9     9    95   11    26    32  887    40    17 1370    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17    9     9    95   11    26    32  887    40    17 1370    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17    9     9    95   11    26    32  887    40    17 1370    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      17    9     9    95   11    26    32  887    40    17 1370    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17    9     9    95   11    26    32  887    40    17 1370    21
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.48 0.26  0.26  0.72 0.08  0.20  1.00 1.91  0.09  1.00 1.97  0.03
Final Sat.:   835  442   442  1238  143   339  1720 3292   148  1720 3388    52
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.08 0.08  0.08  0.02 0.27  0.27  0.01 0.40  0.40
Crit Volume:   17                   132          32                         696
Crit Moves:  ****                  ****        ****                        ****
*******************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.849
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       123                Level Of Service:                  D
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   97   508    71   75     8     7  766   195   401 1395    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   97   508    71   75     8     7  766   195   401 1395    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124   97   508    71   75     8     7  766   195   401 1395    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   97   508    71   75     8     7  766   195   401 1395    60
RTOR Reduct:    0    0     0     0    0     0     0    0   124     0    0     0
RTOR Vol:     124   97   508    71   75     8     7  766    71   401 1395    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  124   97   508    71   75     8     7  766    71   401 1395    60
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.16  0.84  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.92  0.08
Final Sat.:  1720  276  1444  1720 1554   166  1720 3440  1720  1720 3298   142
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.35  0.35  0.04 0.05  0.05  0.00 0.22  0.04  0.23 0.42  0.42
Crit Volume:             605    71                   383         401
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.778
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65                Level Of Service:                  C
********************************************************************************
Street Name:           Tennent Ave                         San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21   52   259    45   34    15    12  981   228    55 1783    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21   52   259    45   34    15    12  981   228    55 1783    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21   52   259    45   34    15    12  981   228    55 1783    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21   52   259    45   34    15    12  981   228    55 1783    63
RTOR Reduct:    0    0     0     0    0     0     0    0    21     0    0     0
RTOR Vol:      21   52   259    45   34    15    12  981   207    55 1783    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  4.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21   52   259    45   34    15    72  981   207   220 1783    63
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.17  0.83  0.48 0.36  0.16  0.15 1.85  1.00  0.06 1.88  0.06
Final Sat.:  1800  301  1499   862  651   287   278 3322  1800   114 3376   110
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.17  0.17  0.05 0.05  0.05  0.04 0.30  0.12  0.48 0.53  0.57
Crit Volume:      311          45                12                       1033
Crit Moves:      ****         ****              ****                      ****
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.775
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64                Level Of Service:                  C
********************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   98   101     9    2     2     8 1237    22   519 1881    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   98   101     9    2     2     8 1237    22   519 1881    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15   98   101     9    2     2     8 1237    22   519 1881    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98   101     9    2     2     8 1237    22   519 1881    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98   101     9    2     2     8 1237    22   519 1881    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15   98   101     9    2     2    48 1237    22  3114 1881    17
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.46  0.47  0.70 0.15  0.15  0.01 1.96  0.03  1.00 0.99  0.01
Final Sat.:   126  824   850  1246  277   277    23 3516    61  1800 1788    12
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.34 0.35  0.36  0.29 1.05  1.39
Crit Volume:             214     9                          653   519
Crit Moves:             ****  ****                        ****  ****
********************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.608
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
********************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  223   220     8  270    44    37   88    65   456   38    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   80  223   220     8  270    44    37   88    65   456   38    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  223   220     8  270    44    37   88    65   456   38    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  223   220     8  270    44    37   88    65   456   38    33
RTOR Reduct:    0    0   220     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  223     0     8  270    44    37   88    65   456   38    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   80  223     0     8  270    44    37   88    65   456   38    25
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1419   231  1650  949   701  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.14  0.00  0.00 0.19  0.19  0.02 0.09  0.09  0.28 0.02  0.02
Crit Volume:   80                          314              153   456
Crit Moves:  ****                        ****             ****  ****
********************************************************************************
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*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.542
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     253  541    36     8  629   335    25    4    57    55    8    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  253  541    36     8  629   335    25    4    57    55    8    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   253  541    36     8  629   335    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  253  541    36     8  629   335    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:     253  541     0     8  629   335    25    4    57    55    8    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  253  541     0     8  629   335    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.30  0.70  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 2153  1147   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.33  0.00  0.00 0.29  0.29  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  253                        482                86                74
Crit Moves:  ****                      ****              ****              ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.661
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     532  458     0     0  377   243     0    0     0   287  406   377
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  532  458     0     0  377   243     0    0     0   287  406   377
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   532  458     0     0  377   243     0    0     0   287  406   377
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  458     0     0  377   243     0    0     0   287  406   377
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  458     0     0  377   243     0    0     0   287  406   377
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  532  458     0     0  377   243     0    0     0   287  406   377
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.54 0.76  0.70
Final Sat.:  3127 1720     0     0 2092  1348     0    0     0   923 1305  1212
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.27  0.00  0.00 0.18  0.18  0.00 0.00  0.00  0.31 0.31  0.31
Crit Volume:  266                        310          0                     535
Crit Moves:  ****                      ****                              ****
*******************************************************************************
```

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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.705
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  948   326    85  556     0   191    1   490     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  948   326    85  556     0   191    1   490     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  948   326    85  556     0   191    1   490     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  948   326    85  556     0   191    1   490     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  948   326    85  556     0   191    1   490     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  948   326    85  556     0   191    1   490     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.16  0.00  0.11 0.11  0.28  0.00 0.00  0.00
Crit Volume:       637          85                          490          0
Crit Moves:       ****        ****                         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.486
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11  893    16    98  886    73   107    6    11    17   14   274
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11  893    16    98  886    73   107    6    11    17   14   274
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11  893    16    98  886    73   107    6    11    17   14   274
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    16    98  886    73   107    6    11    17   14   274
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0    98
RTOR Vol:      11  893    16    98  886    73   107    6     0    17   14   176
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11  893    16    98  886    73   107    6     0    17   14   176
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 1.85  0.15  0.95 0.05  1.00  0.55 0.45  1.00
Final Sat.:  1720 3379    61  1720 3178   262  1629   91  1720   943  777  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.07 0.07  0.00  0.02 0.02  0.10
Crit Volume:       455          98                 107                          176
Crit Moves:       ****        ****                ****                         ****
*******************************************************************************
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.321
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    49    62  451    62    88    1    21   116    9    85
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  504    49    62  451    62    88    1    21   116    9    85
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  504    49    62  451    62    88    1    21   116    9    85
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    49    62  451    62    88    1    21   116    9    85
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    49    62  451    62    88    1    21   116    9    23
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54  504    49   124  451    62    88    1    21   116    9    23
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 1.74  0.16  0.24 1.57  0.19  0.80 0.01  0.19  0.93 0.07  1.00
Final Sat.:   176 3134   291   435 2815   350  1440   16   344  1670  130  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.14 0.16  0.18  0.06 0.06  0.06  0.07 0.07  0.01
Crit Volume:             303    62               88                   125
Crit Moves:             ****  ****              ****                 ****
********************************************************************************
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.544
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
********************************************************************************
Street Name:           Appian Wy                           Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     172  705     4     0  911    97    71    0   232     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  172  705     4     0  911    97    71    0   232     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   172  705     4     0  911    97    71    0   232     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  172  705     4     0  911    97    71    0   232     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     172  705     4     0  911    97    71    0   232     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  688  705     4     0  911    97    71    0   232     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.94 1.05  0.01  0.00 1.81  0.19  0.23 0.00  0.77  0.00 0.00  0.00
Final Sat.:  1696 1893    10     0 3254   346   422    0  1378     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.37  0.39  0.00 0.28  0.28  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  172                        504              303          0
Crit Moves:  ****                        ****             ****
********************************************************************************
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.913
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  893    70    17  905    80   110    2   572   585   34   101
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  621  893    70    17  905    80   110    2   572   585   34   101
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   621  893    70    17  905    80   110    2   572   585   34   101
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  893    70    17  905    80   110    2   572   585   34   101
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    17
RTOR Vol:     621  893    70    17  905     0   110    2   230   585   34    84
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  621  893    70    17  905     0   110    2   230   585   34    84
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 3060   240  1650 3300  1650  1621   29  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.29  0.29  0.01 0.27  0.00  0.07 0.07  0.08  0.35 0.02  0.05
Crit Volume:  311                   453                    115   585
Crit Moves:  ****                  ****                   ****  ****
********************************************************************************
```



```
Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 18-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.895
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
********************************************************************************
Street Name:            Appian Way                      I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     481 1144     0     0 1299   853     0    0     0   742    1   308
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  481 1144     0     0 1299   853     0    0     0   742    1   308
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   481 1144     0     0 1299   853     0    0     0   742    1   308
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  481 1144     0     0 1299   853     0    0     0   742    1   308
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     481 1144     0     0 1299   853     0    0     0   742    1   308
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  481 1144     0     0 1299   853     0    0     0   742    1   308
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    5  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.33  0.00  0.00 0.38  0.50  0.00 0.00  0.00  0.24 0.22  0.18
Crit Volume:  481                   650                    0    372
Crit Moves:  ****                  ****                        ****
********************************************************************************
```

```
Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 19-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.646
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1009   519     0 1707   330   559    3   275     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1009   519     0 1707   330   559    3   275     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1009   519     0 1707   330   559    3   275     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1009   519     0 1707   330   559    3   275     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1009   519     0 1707   330   559    3   275     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1009   519     0 1707   330   559    3   275     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.98  1.02  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3566  1667     0 3600  1800  3255   19  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.31  0.00 0.47  0.18  0.17 0.16  0.15  0.00 0.00  0.00
Crit Volume:    0                   854         281                     0
Crit Moves:  ****                  ****        ****
********************************************************************************
```

```
Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 20-1
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.697
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include            Ovl          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     277 1102    23   132  994   917   264   25   115   214  345    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  277 1102    23   132  994   917   264   25   115   214  345    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   277 1102    23   132  994   917   264   25   115   214  345    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  277 1102    23   132  994   917   264   25   115   214  345    61
RTOR Reduct:    0    0     0     0    0   101     0    0   115     0    0    61
RTOR Vol:     277 1102    23   132  994   816   264   25     0   214  345     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  277 1102    23   132  994   816   264   25     0   214  345     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.74 0.26  1.00  1.00 1.00  1.00
Final Sat.:  3000 3233    67  1650 3300  3000  3934  428  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.34  0.34  0.08 0.30  0.27  0.07 0.06  0.00  0.13 0.21  0.00
Crit Volume:      563         132                 96                   345
Crit Moves:      ****        ****                ****                  ****
********************************************************************************
```


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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 21-1
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.567
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  A
********************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27    0    16     0    0     0     0 1205    10    16 1864     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27    0    16     0    0     0     0 1205    10    16 1864     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27    0    16     0    0     0     0 1205    10    16 1864     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0 1205    10    16 1864     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0 1205    10    16 1864     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   27    0    16     0    0     0     0 1205    10    16 1864     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3412    28  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.35  0.35  0.01 0.54  0.00
Crit Volume:               43           0           0                   932
Crit Moves:               ****                    ****                   ****
********************************************************************************
```

```
Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 22-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.603
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  B
********************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0     8     1    0     2     1 1257    15    41 1889     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     8     1    0     2     1 1257    15    41 1889     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7    0     8     1    0     2     1 1257    15    41 1889     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0     8     1    0     2     1 1257    15    41 1889     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       7    0     8     1    0     2     1 1257    15    41 1889     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    7    0     8     1    0     2     6 1257    15   246 1889     1
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.47 0.00  0.53  0.33 0.00  0.67  0.01 1.97  0.02  0.04 1.95  0.01
Final Sat.:   840    0   960   600    0  1200     3 3555    42    86 3513     2
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.35 0.35  0.36  0.48 0.54  0.59
Crit Volume:               15     1                 1                        1068
Crit Moves:               ****  ****              ****                       ****
********************************************************************************
```


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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 23-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                          2030 AM Cumulative Conditions
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.685
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  B
*******************************************************************************
Street Name:             John St                        San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0 1291     3     0 2461     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     3     0    0     0     0 1291     3     0 2461     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     3     0    0     0     0 1291     3     0 2461     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0 1291     3     0 2461     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0 1291     3     0 2461     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     3     0    0     0     0 1291     3     0 2461     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.36  0.36  0.00 0.68  0.00
Crit Volume:                3     0                 0                   1231
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Cumulative PM              Tue Apr 20, 2010 11:54:11                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                          2030 PM Cumulative Conditions
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Cumulative PM

Command:              Cumulative PM
Volume:               Cumulative PM
Geometry:             Cumulatiive
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Cumulative PM Tue Apr 20, 2010 11:54:11 Page 2-1

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	4	2	14	62	2	72	192	1307	31	35	1129	39	2889
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	14	62	2	72	192	1307	31	35	1129	39	2889
#2 Pinole Shores Dr/ San Pablo Ave													
Base	3	0	8	71	0	31	45	1308	19	12	1181	86	2764
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	8	71	0	31	45	1308	19	12	1181	86	2764
#3 Sunnyview Dr/ San Pablo Ave													
Base	23	7	25	91	10	39	66	1271	33	36	1220	49	2870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	7	25	91	10	39	66	1271	33	36	1220	49	2870
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	322	106	357	75	65	32	18	1155	171	707	934	114	4056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	322	106	357	75	65	32	18	1155	171	707	934	114	4056
#5 Tennent Ave/ San Pablo Ave													
Base	144	64	88	46	35	27	28	1395	200	164	1572	63	3826
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	144	64	88	46	35	27	28	1395	200	164	1572	63	3826
#6 Pinole Valley Rd/ San Pablo Ave													
Base	31	9	395	5	7	7	10	1552	6	250	1745	8	4025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	9	395	5	7	7	10	1552	6	250	1745	8	4025
#7 Tennent Ave/ Pinole Valley Rd													
Base	9	319	365	37	361	4	3	2	9	244	8	36	1397
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	319	365	37	361	4	3	2	9	244	8	36	1397
#8 Pinole Valley Rd/ Henry Ave													
Base	77	515	92	12	515	24	134	16	136	55	3	11	1590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	515	92	12	515	24	134	16	136	55	3	11	1590
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	506	584	0	0	477	219	0	0	0	336	1	80	2203
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	506	584	0	0	477	219	0	0	0	336	1	80	2203

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Cumulative PM Tue Apr 20, 2010 11:54:11 Page 2-2

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	702	399	308	569	0	450	233	639	0	0	0	3300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	702	399	308	569	0	450	233	639	0	0	0	3300
#11 Pinole Valley Rd/ Estates Ave													
Base	21	706	28	213	810	187	192	13	11	17	12	132	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	706	28	213	810	187	192	13	11	17	12	132	2342
#12 Pinole Valley Rd/ Ramona St													
Base	15	444	61	146	568	14	42	4	6	31	8	54	1393
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	444	61	146	568	14	42	4	6	31	8	54	1393
#13 Appian Wy/ Mann Dr													
Base	235	898	0	0	845	66	36	0	98	0	0	0	2178
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	235	898	0	0	845	66	36	0	98	0	0	0	2178
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	630	844	262	31	896	98	178	43	685	100	30	8	3805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	630	844	262	31	896	98	178	43	685	100	30	8	3805
#15 Appian Way/ I-80 WB ramps													
Base	347	1365	0	0	1116	501	0	0	0	518	9	316	4172
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	347	1365	0	0	1116	501	0	0	0	518	9	316	4172
#16 Appian Way/ I-80 EB ramps													
Base	0	1217	1174	0	1245	535	632	258	247	0	0	0	5308
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1217	1174	0	1245	535	632	258	247	0	0	0	5308
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	346	913	51	209	696	656	1376	137	489	52	89	89	5103
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	346	913	51	209	696	656	1376	137	489	52	89	89	5103
#18 Oak Ridge Ln/ San Pablo Ave													
Base	16	0	12	0	0	0	0	1589	11	16	1770	0	3414
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	0	12	0	0	0	0	1589	11	16	1770	0	3414

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	20	2	41	18	0	21	14	1461	21	35	1729	12	3374
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	2	41	18	0	21	14	1461	21	35	1729	12	3374
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1942	3	0	2027	0	3995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1942	3	0	2027	0	3995
#21													
Base	10	5	10	18	5	18	10	1578	10	10	1762	12	3448
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	18	5	18	10	1578	10	10	1762	12	3448

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Cumulative PM Tue Apr 20, 2010 11:54:11 Page 3-1

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	F	xxxxx	1.060	F	xxxxx	1.060	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000

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Cumulative PM              Tue Apr 20, 2010 11:54:11                 Page 4-1
------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.553
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    2    14    62    2    72   192 1307    31    35 1129    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    2    14    62    2    72   192 1307    31    35 1129    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    2    14    62    2    72   192 1307    31    35 1129    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    62    2    72   192 1307    31    35 1129    39
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    39
RTOR Vol:       4    2    14    62    2    72   192 1307    27    35 1129     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    2    14    62    2    72   192 1307    27    35 1129     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.10  0.70  0.46 0.01  0.53  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   752   24   874  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.40  0.02  0.02 0.34  0.00
Crit Volume:        20                     136   192                    564
Crit Moves:       ****                    ****  ****                   ****
******************************************************************************
```

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Cumulative PM              Tue Apr 20, 2010 11:54:12                 Page 5-1
------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.442
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    0     8    71    0    31    45 1308    19    12 1181    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0     8    71    0    31    45 1308    19    12 1181    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0     8    71    0    31    45 1308    19    12 1181    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    71    0    31    45 1308    19    12 1181    86
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:       3    0     8    71    0     0    45 1308    19    12 1181    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0     8    71    0     0    45 1308    19    12 1181    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.97  0.03  1.00 1.86  0.14
Final Sat.:   469    0  1251  1720    0  1720  1720 3391    49  1720 3207   233
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.39  0.39  0.01 0.37  0.37
Crit Volume:                11    71                45                    634
Crit Moves:               ****  ****              ****                   ****
******************************************************************************
```

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Cumulative PM              Tue Apr 20, 2010 11:54:12                 Page 6-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.502
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:           Sunnyview Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    7    25    91   10    39    66 1271    33    36 1220    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23    7    25    91   10    39    66 1271    33    36 1220    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23    7    25    91   10    39    66 1271    33    36 1220    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    91   10    39    66 1271    33    36 1220    49
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    91   10    39    66 1271    33    36 1220    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23    7    25    91   10    39    66 1271    33    36 1220    49
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.42 0.13  0.45  0.65 0.07  0.28  1.00 1.95  0.05  1.00 1.92  0.08
Final Sat.:   719  219   782  1118  123   479  1720 3353    87  1720 3307   133
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.08 0.08  0.08  0.04 0.38  0.38  0.02 0.37  0.37
Crit Volume:   23                  140          66                   635
Crit Moves:  ****                ****        ****                   ****
********************************************************************************
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Cumulative PM              Tue Apr 20, 2010 11:54:12                 Page 7-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.060
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     322  106   357    75   65    32    18 1155   171   707  934   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  322  106   357    75   65    32    18 1155   171   707  934   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   322  106   357    75   65    32    18 1155   171   707  934   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  322  106   357    75   65    32    18 1155   171   707  934   114
RTOR Reduct:    0    0     0     0    0     0     0    0   171     0    0     0
RTOR Vol:     322  106   357    75   65    32    18 1155     0   707  934   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  322  106   357    75   65    32    18 1155     0   707  934   114
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.23  0.77  1.00 0.67  0.33  1.00 2.00  1.00  1.00 1.78  0.22
Final Sat.:  1720  394  1326  1720 1153   567  1720 3440  1720  1720 3066   374
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.27  0.27  0.04 0.06  0.06  0.01 0.34  0.00  0.41 0.30  0.30
Crit Volume:             463    75                   578         707
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
```


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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.677
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  B
********************************************************************************
Street Name:           Tennent Ave                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     144   64    88    46   35    27    28 1395   200   164 1572    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  144   64    88    46   35    27    28 1395   200   164 1572    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   144   64    88    46   35    27    28 1395   200   164 1572    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  144   64    88    46   35    27    28 1395   200   164 1572    63
RTOR Reduct:    0    0     0     0    0     0     0    0   144     0    0     0
RTOR Vol:     144   64    88    46   35    27    28 1395    56   984 1572    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  144   64    88    46   35    27   168 1395    56   984 1572    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.42  0.58  0.43 0.32  0.25  0.26 1.74  1.00  0.33 1.62  0.05
Final Sat.:  1800  758  1042   767  583   450   471 3129  1800   603 2910    87
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.06 0.06  0.06  0.06 0.45  0.03  0.27 0.54  0.73
Crit Volume:  144                  108              803         164
Crit Moves:  ****                 ****             ****        ****
********************************************************************************
```



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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.833
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  D
********************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31    9   395     5    7     7    10 1552     6   250 1745     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31    9   395     5    7     7    10 1552     6   250 1745     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31    9   395     5    7     7    10 1552     6   250 1745     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31    9   395     5    7     7    10 1552     6   250 1745     8
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      31    9   395     5    7     7    10 1552     6   250 1745     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   31    9   395     5    7     7    60 1552     6  1500 1745     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.02  0.91  0.26 0.37  0.37  0.01 1.98  0.01  0.66 1.33  0.01
Final Sat.:   128   37  1634   474  663   663    24 3563    13  1195 2396     9
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24  0.24  0.01 0.01  0.01  0.42 0.44  0.45  0.21 0.73  0.90
Crit Volume:             435     5                        809   250
Crit Moves:             ****  ****                      ****  ****
********************************************************************************
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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.381
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  319   365    37  361     4     3    2     9   244    8    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  319   365    37  361     4     3    2     9   244    8    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  319   365    37  361     4     3    2     9   244    8    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  319   365    37  361     4     3    2     9   244    8    36
RTOR Reduct:    0    0   244     0    0     0     0    0     0     0    0    36
RTOR Vol:       9  319   121    37  361     4     3    2     9   244    8     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9  319   121    37  361     4     3    2     9   244    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.07  0.02 0.22  0.22  0.00 0.01  0.01  0.15 0.00  0.00
Crit Volume:    9                         365          11          244
Crit Moves:  ****                        ****        ****        ****
******************************************************************************
```

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                         Pinole General Plan (P06-130)
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.535
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  A
******************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77  515    92    12  515    24   134   16   136    55    3    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77  515    92    12  515    24   134   16   136    55    3    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77  515    92    12  515    24   134   16   136    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  515    92    12  515    24   134   16   136    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  515    37    12  515    24   134   16   136    55    3    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   77  515    37    12  515    24   134   16   136    55    3    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.91  0.09  0.47 0.06  0.47  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3153   147   773   92   785  1315   72   263
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.16  0.16  0.17 0.17  0.17  0.04 0.04  0.04
Crit Volume:      515          12                   286                69
Crit Moves:      ****        ****                 ****               ****
******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     506  584     0     0  477   219     0    0     0   336    1    80
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  506  584     0     0  477   219     0    0     0   336    1    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   506  584     0     0  477   219     0    0     0   336    1    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  506  584     0     0  477   219     0    0     0   336    1    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     506  584     0     0  477   219     0    0     0   336    1    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  506  584     0     0  477   219     0    0     0   336    1    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.37  0.63  0.00 0.00  0.00  1.00 0.62  0.38
Final Sat.:  3127 1720     0     0 2358  1082     0    0     0  1720 1060   660
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.20  0.20  0.00 0.00  0.00  0.20 0.00  0.12
Crit Volume:  253                        348          0         336
Crit Moves:  ****                       ****                   ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.896
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  702   399   308  569     0   450  233   639     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  702   399   308  569     0   450  233   639     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  702   399   308  569     0   450  233   639     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   399   308  569     0   450  233   639     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   399   308  569     0   450  233   639     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  702   399   308  569     0   450  233   639     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.28  0.72  1.00 2.00  0.00  0.66 0.34  1.00  0.00 0.00  0.00
Final Sat.:     0 2193  1247  1720 3440     0  1133  587  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.18 0.17  0.00  0.40 0.40  0.37  0.00 0.00  0.00
Crit Volume:             551   308                   683                 0
Crit Moves:             ****  ****                  ****
*******************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.466
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21  706    28   213  810   187   192   13    11    17   12   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21  706    28   213  810   187   192   13    11    17   12   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21  706    28   213  810   187   192   13    11    17   12   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  706    28   213  810   187   192   13    11    17   12   132
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   132
RTOR Vol:      21  706    28   213  810   187   192   13     0    17   12     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21  706    28   213  810   187   192   13     0    17   12     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.92  0.08  1.00 1.62  0.38  0.94 0.06  1.00  0.59 0.41  1.00
Final Sat.:  1720 3309   131  1720 2795   645  1611  109  1720  1008  712  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.12 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:       367         213                   205          17
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.276
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  444    61   146  568    14    42    4     6    31    8    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  444    61   146  568    14    42    4     6    31    8    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  444    61   146  568    14    42    4     6    31    8    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  444    61   146  568    14    42    4     6    31    8    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      15  444    61   146  568    14    42    4     6    31    8     0
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   30  444    61   292  568    14    42    4     6    31    8     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.06 1.71  0.23  0.50 1.47  0.03  0.81 0.08  0.11  0.79 0.21  1.00
Final Sat.:   107 3083   410   903 2639    58  1454  138   208  1431  369  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.15  0.16 0.22  0.24  0.03 0.03  0.03  0.02 0.02  0.00
Crit Volume:             267   146                          52    31
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
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                           Dowling Associates, Inc.
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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.458
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                         Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     235  898     0     0  845    66    36    0    98     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  235  898     0     0  845    66    36    0    98     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   235  898     0     0  845    66    36    0    98     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  235  898     0     0  845    66    36    0    98     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     235  898     0     0  845    66    36    0    98     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  940  898     0     0  845    66    36    0    98     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 1.86  0.14  0.27 0.00  0.73  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3339   261   484    0  1316     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.50  0.00  0.00 0.25  0.25  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:  235                        456               134          0
Crit Moves:  ****                       ****              ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.676
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     630  844   262    31  896    98   178   43   685   100   30     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  630  844   262    31  896    98   178   43   685   100   30     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   630  844   262    31  896    98   178   43   685   100   30     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  844   262    31  896    98   178   43   685   100   30     8
RTOR Reduct:    0    0     0     0    0    98     0    0   347     0    0     8
RTOR Vol:     630  844   262    31  896     0   178   43   339   100   30     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  630  844   262    31  896     0   178   43   339   100   30     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.53  0.47  1.00 2.00  1.00  0.81 0.19  2.00  1.00 1.00  1.00
Final Sat.:  3000 2518   782  1650 3300  1650  1329  321  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.34  0.34  0.02 0.27  0.00  0.13 0.13  0.11  0.06 0.02  0.00
Crit Volume:  315                        448               221          100
Crit Moves:  ****                       ****              ****         ****
*******************************************************************************
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--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.710
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79                Level Of Service:                  C
********************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     347 1365     0     0 1116   501     0    0     0   518    9   316
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  347 1365     0     0 1116   501     0    0     0   518    9   316
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   347 1365     0     0 1116   501     0    0     0   518    9   316
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  347 1365     0     0 1116   501     0    0     0   518    9   316
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     347 1365     0     0 1116   501     0    0     0   518    9   316
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  347 1365     0     0 1116   501     0    0     0   518    9   316
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3074   59  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.40  0.00  0.00 0.32  0.29  0.00 0.00  0.00  0.17 0.15  0.18
Crit Volume:  347                   558                 0                    316
Crit Moves:  ****                  ****                                     ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.759
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1217  1174     0 1245   535   632  258   247     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1217  1174     0 1245   535   632  258   247     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1217  1174     0 1245   535   632  258   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1217  1174     0 1245   535   632  258   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1217  1174     0 1245   535   632  258   247     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1217  1174     0 1245   535   632  258   247     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.53  1.47  0.00 2.00  1.00  1.42 0.58  1.00  0.00 0.00  0.00
Final Sat.:     0 2749  2410     0 3600  1800  2324 1044  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44  0.49  0.00 0.35  0.30  0.27 0.25  0.14  0.00 0.00  0.00
Crit Volume:              797     0              445                      0
Crit Moves:              ****  ****             ****
********************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.824
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       130                Level Of Service:                  D
******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     346  913    51   209  696   656 1376  137   489    52   89    89
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  346  913    51   209  696   656 1376  137   489    52   89    89
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   346  913    51   209  696   656 1376  137   489    52   89    89
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:  346  913    51   209  696   656 1376  137   489    52   89    89
RTOR Reduct:    0    0     0     0    0   527    0    0   190     0    0    89
RTOR Vol:     346  913    51   209  696   129 1376  137   299    52   89     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  346  913    51   209  696   129 1376  137   299    52   89     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650 1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91 0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.89  0.11  1.00 2.00  2.00 2.73 0.27  1.00  1.00 1.00  1.00
Final Sat.:  3000 3125   175  1650 3300  3000 3917  448  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.29  0.29  0.13 0.21  0.04 0.35 0.31  0.18  0.03 0.05  0.00
Crit Volume:             482   209              504                    89
Crit Moves:             ****  ****             ****                  ****
******************************************************************************
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------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.531
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  A
******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0    12     0    0     0     0 1589    11    16 1770     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0    12     0    0     0     0 1589    11    16 1770     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0    12     0    0     0     0 1589    11    16 1770     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1589    11    16 1770     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1589    11    16 1770     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16    0    12     0    0     0     0 1589    11    16 1770     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.99  0.01  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3416    24  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.47  0.47  0.01 0.51  0.00
Crit Volume:              28                0     0                   885
Crit Moves:              ****                ****                    ****
******************************************************************************
```


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Cumulative PM              Tue Apr 20, 2010 11:54:12                Page 22-1
------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.595
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
******************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    2    41    18    0    21    14 1461    21    35 1729    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    2    41    18    0    21    14 1461    21    35 1729    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20    2    41    18    0    21    14 1461    21    35 1729    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    2    41    18    0    21    14 1461    21    35 1729    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      20    2    41    18    0    21    14 1461    21   210 1729    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20    2    41    18    0    21    84 1461    21   210 1729    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.32 0.03  0.65  0.46 0.00  0.54  0.02 1.95  0.03  0.04 1.95  0.01
Final Sat.:   571   57  1171   831    0   969    35 3516    48    79 3499    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.03  0.04  0.02 0.00  0.02  0.40 0.42  0.44  0.44 0.49  0.54
Crit Volume:               63    18                14                        976
Crit Moves:              ****  ****              ****                        ****
******************************************************************************
```

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Cumulative PM              Tue Apr 20, 2010 11:54:12                Page 23-1
------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
******************************************************************************
Intersection #20 John St/ San Pablo Ave
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
******************************************************************************
Street Name:              John St                          San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1942     3     0 2027     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    23     0    0     0     0 1942     3     0 2027     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    23     0    0     0     0 1942     3     0 2027     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1942     3     0 2027     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1942     3     0 2027     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0    23     0    0     0     0 1942     3     0 2027     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3594     6     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.54  0.54  0.00 0.56  0.00
Crit Volume:               23     0                 0                      1014
Crit Moves:              ****                    ****                      ****
******************************************************************************
```


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Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project
Command:	Cumulative AM PP
Volume:	Cumulative AM PP
Geometry:	Cumulative Road Diet
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	1	1	78	2	71	124	650	3	7	1329	16	2282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	78	2	71	124	650	3	7	1329	16	2282
#2 Pinole Shores Dr/ San Pablo Ave													
Base	26	0	17	139	0	44	31	649	4	11	1277	53	2251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	17	139	0	44	31	649	4	11	1277	53	2251
#3 Sunnyview Dr/ San Pablo Ave													
Base	19	8	7	104	9	34	37	749	46	11	1193	21	2238
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	8	7	104	9	34	37	749	46	11	1193	21	2238
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	213	136	302	68	75	8	7	646	194	262	1085	36	3032
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	213	136	302	68	75	8	7	646	194	262	1085	36	3032
#5 Tennent Ave/ San Pablo Ave													
Base	23	50	293	58	20	16	23	636	234	27	1286	54	2720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	50	293	58	20	16	23	636	234	27	1286	54	2720
#6 Pinole Valley Rd/ San Pablo Ave													
Base	26	96	92	4	9	2	11	834	172	478	1257	8	2989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	96	92	4	9	2	11	834	172	478	1257	8	2989
#7 Tennent Ave/ Pinole Valley Rd													
Base	52	289	228	8	298	26	39	87	64	574	83	61	1809
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	289	228	8	298	26	39	87	64	574	83	61	1809
#8 Pinole Valley Rd/ Henry Ave													
Base	294	557	25	18	685	418	48	4	33	16	46	11	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	557	25	18	685	418	48	4	33	16	46	11	2155
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	368	581	0	0	342	252	0	0	0	347	564	280	2734
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	368	581	0	0	342	252	0	0	0	347	564	280	2734

Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	949	322		85	570	0		181	0	475		0	0	0		2582
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	949	322		85	570	0		181	0	475		0	0	0		2582
#11 Pinole Valley Rd/ Estates Ave																	
Base	13	887	16		95	901	65		101	7	14		15	17	273		2404
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	13	887	16		95	901	65		101	7	14		15	17	273		2404
#12 Pinole Valley Rd/ Ramona St																	
Base	29	495	54		57	470	57		84	1	24		126	11	92		1500
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	29	495	54		57	470	57		84	1	24		126	11	92		1500
#13 Appian Wy/ Mann Dr																	
Base	206	558	4		0	817	80		73	0	225		0	0	0		1963
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	206	558	4		0	817	80		73	0	225		0	0	0		1963
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	598	765	78		21	763	110		181	2	456		555	82	115		3726
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	598	765	78		21	763	110		181	2	456		555	82	115		3726
#15 Appian Way/ I-80 WB ramps																	
Base	549	1026	0		0	1007	755		0	0	0		806	1	369		4513
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	549	1026	0		0	1007	755		0	0	0		806	1	369		4513
#16 Appian Way/ I-80 EB ramps																	
Base	0	1027	625		0	1478	337		495	3	277		0	0	0		4242
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	1027	625		0	1478	337		495	3	277		0	0	0		4242
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	292	1120	20		161	765	808		295	21	89		220	406	69		4266
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	292	1120	20		161	765	808		295	21	89		220	406	69		4266
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	29	0	13		0	0	0		0	889	17		9	1343	0		2300
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	29	0	13		0	0	0		0	889	17		9	1343	0		2300

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#19 Fernandez Ave/ San Pablo Ave																	
Base	9	0	9		1	0	2		1	936	16		42	1379	0		2395
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	9	0	9		1	0	2		1	936	16		42	1379	0		2395
#20 John St/ San Pablo Ave																	
Base	0	0	3		0	0	0		0	948	3		0	1637	0		2591
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	3		0	0	0		0	948	3		0	1637	0		2591
#21																	
Base	9	5	10		23	6	20		25	917	12		6	1334	12		2379
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	9	5	10		23	6	20		25	917	12		6	1334	12		2379

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16                Page 3-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                              AM Peak Hour
-------------------------------------------------------------------------------
                          Impact Analysis Report
                             Level Of Service

Intersection                             Base           Future       Change
                                      Del/   V/       Del/   V/        in
                                  LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     A xxxxx 0.571   A xxxxx 0.571  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.510   A xxxxx 0.510  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.471   A xxxxx 0.471  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  B xxxxx 0.634   B xxxxx 0.634  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      E xxxxx 0.980   E xxxxx 0.980  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  E xxxxx 0.946   E xxxxx 0.946  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   B xxxxx 0.667   B xxxxx 0.667  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     B xxxxx 0.608   B xxxxx 0.608  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  B xxxxx 0.684   B xxxxx 0.684  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  B xxxxx 0.695   B xxxxx 0.695  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.480   A xxxxx 0.480  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.331   A xxxxx 0.331  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.529   A xxxxx 0.529  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  D xxxxx 0.878   D xxxxx 0.878  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       D xxxxx 0.870   D xxxxx 0.870  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       A xxxxx 0.564   A xxxxx 0.564  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   C xxxxx 0.762   C xxxxx 0.762  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     D xxxxx 0.805   D xxxxx 0.805  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    C xxxxx 0.777   C xxxxx 0.777  + 0.000 V/C

# 20 John St/ San Pablo Ave          E xxxxx 0.911   E xxxxx 0.911  + 0.000 V/C

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16                Page 4-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                              AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.571
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    1     1    78    2    71   124  650     3     7 1329    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    1     1    78    2    71   124  650     3     7 1329    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    1     1    78    2    71   124  650     3     7 1329    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     1    78    2    71   124  650     3     7 1329    16
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    16
RTOR Vol:       0    1     1    78    2    71   124  650     3     7 1329     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    1     1    78    2    71   124  650     3     7 1329     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.50  0.50  0.52 0.01  0.47  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0  825   825   852   22   776  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.08 0.20  0.00  0.00 0.40  0.00
Crit Volume:         2              151         124                   665
Crit Moves:       ****              ****        ****                  ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                   San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26    0    17   139    0    44    31  649     4    11 1277    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26    0    17   139    0    44    31  649     4    11 1277    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26    0    17   139    0    44    31  649     4    11 1277    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26    0    17   139    0    44    31  649     4    11 1277    53
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:      26    0    17   139    0    13    31  649     4    11 1277    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   26    0    17   139    0    13    31  649     4    11 1277    53
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.60 0.00  0.40  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.92  0.08
Final Sat.:  1040    0   680  1720    0  1720  1720 3419    21  1720 3303   137
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.19  0.19  0.01 0.39  0.39
Crit Volume:               43   139               31                   665
Crit Moves:              ****  ****              ****                  ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                 Page 6-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.471
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:         Sunnyview Dr                       San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19    8     7   104    9    34    37  749    46    11 1193    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19    8     7   104    9    34    37  749    46    11 1193    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19    8     7   104    9    34    37  749    46    11 1193    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19    8     7   104    9    34    37  749    46    11 1193    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      19    8     7   104    9    34    37  749    46    11 1193    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   19    8     7   104    9    34    37  749    46    11 1193    21
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.56 0.23  0.21  0.71 0.06  0.23  1.00 1.88  0.12  1.00 1.97  0.03
Final Sat.:   961  405   354  1217  105   398  1720 3241   199  1720 3380    60
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.09 0.09  0.09  0.02 0.23  0.23  0.01 0.35  0.35
Crit Volume:   19                   147          37                   607
Crit Moves:  ****                  ****        ****                  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.634
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  B
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     213  136   302    68   75     8     7  646   194   262 1085    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  213  136   302    68   75     8     7  646   194   262 1085    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   213  136   302    68   75     8     7  646   194   262 1085    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  213  136   302    68   75     8     7  646   194   262 1085    36
RTOR Reduct:    0    0     0     0    0     0     0    0   194     0    0     0
RTOR Vol:     213  136   302    68   75     8     7  646     0   262 1085    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  213  136   302    68   75     8     7  646     0   262 1085    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.31  0.69  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.94  0.06
Final Sat.:  1720  534  1186  1720 1554   166  1720 3440  1720  1720 3330   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.25  0.25  0.04 0.05  0.05  0.00 0.19  0.00  0.15 0.33  0.33
Crit Volume:             438    68                   323         262
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 8-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.980
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:           Tennent Ave                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23   50   293    58   20    16    23  636   234    27 1286    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23   50   293    58   20    16    23  636   234    27 1286    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23   50   293    58   20    16    23  636   234    27 1286    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23   50   293    58   20    16    23  636   234    27 1286    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23   50   293    58   20    16    23  636   234    27 1286    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23   50   293    58   20    16    23  636   234    27 1286    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.15  0.85  1.00 0.56  0.44  1.00 0.73  0.27  1.00 0.96  0.04
Final Sat.:  1800  262  1538  1800 1000   800  1800 1316   484  1800 1727    73
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.19  0.03 0.02  0.02  0.01 0.48  0.48  0.02 0.74  0.74
Crit Volume:      343          58                 23                        1340
Crit Moves:      ****         ****               ****                        ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.946
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26   96    92     4    9     2    11  834   172   478 1257     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26   96    92     4    9     2    11  834   172   478 1257     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26   96    92     4    9     2    11  834   172   478 1257     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26   96    92     4    9     2    11  834   172   478 1257     8
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      26   96    92     4    9     2    11  834   172   478 1257     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   26   96    92     4    9     2    11  834   172   478 1257     8
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.45  0.43  0.27 0.60  0.13  1.00 0.83  0.17  1.00 0.99  0.01
Final Sat.:   219  807   774   480 1080   240  1800 1492   308  1800 1789    11
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.01 0.56  0.56  0.27 0.70  0.70
Crit Volume:       214            4                   1006          478
Crit Moves:       ****        ****                   ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.667
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  289   228     8  298    26    39   87    64   574   83    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   52  289   228     8  298    26    39   87    64   574   83    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    52  289   228     8  298    26    39   87    64   574   83    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52  289   228     8  298    26    39   87    64   574   83    61
RTOR Reduct:    0    0   228     0    0     0     0    0     0     0    0     8
RTOR Vol:      52  289     0     8  298    26    39   87    64   574   83    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   52  289     0     8  298    26    39   87    64   574   83    53
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.92  0.08  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1518   132  1650  951   699  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.18  0.00  0.00 0.20  0.20  0.02 0.09  0.09  0.35 0.05  0.03
Crit Volume:   52                   324              151          574
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```


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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.608
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     294  557    25    18  685   418    48    4    33    16   46    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  294  557    25    18  685   418    48    4    33    16   46    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   294  557    25    18  685   418    48    4    33    16   46    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  294  557    25    18  685   418    48    4    33    16   46    11
RTOR Reduct:    0    0    16     0    0     0     0    0     0     0    0     0
RTOR Vol:     294  557     9    18  685   418    48    4    33    16   46    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  294  557     9    18  685   418    48    4    33    16   46    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.24  0.76  0.56 0.05  0.39  0.22 0.63  0.15
Final Sat.:  1650 1650  1650  1650 2049  1251   932   78   641   362 1040   249
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.34  0.01  0.01 0.33  0.33  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  294                         552                85          73
Crit Moves:  ****                        ****              ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.684
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     368  581     0     0  342   252     0    0     0   347  564   280
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  368  581     0     0  342   252     0    0     0   347  564   280
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   368  581     0     0  342   252     0    0     0   347  564   280
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  368  581     0     0  342   252     0    0     0   347  564   280
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     368  581     0     0  342   252     0    0     0   347  564   280
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  368  581     0     0  342   252     0    0     0   347  564   280
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.15  0.85  0.00 0.00  0.00  0.58 0.95  0.47
Final Sat.:  3127 1720     0     0 1981  1459     0    0     0  1002 1629   809
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.34  0.00  0.00 0.17  0.17  0.00 0.00  0.00  0.35 0.35  0.35
Crit Volume:       581           0                     0              596
Crit Moves:       ****        ****                                  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.695
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  949   322    85  570     0   181    0   475     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  949   322    85  570     0   181    0   475     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  949   322    85  570     0   181    0   475     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  949   322    85  570     0   181    0   475     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  949   322    85  570     0   181    0   475     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  949   322    85  570     0   181    0   475     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.49  0.51  1.00 2.00  0.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 2568   872  1720 3440     0  1720    0  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.17  0.00  0.11 0.00  0.28  0.00 0.00  0.00
Crit Volume:             636    85                          475           0
Crit Moves:             ****  ****                        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.480
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13  887    16    95  901    65   101    7    14    15   17   273
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13  887    16    95  901    65   101    7    14    15   17   273
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13  887    16    95  901    65   101    7    14    15   17   273
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13  887    16    95  901    65   101    7    14    15   17   273
RTOR Reduct:    0    0     0     0    0     0     0    0    13     0    0    95
RTOR Vol:      13  887    16    95  901    65   101    7     1    15   17   178
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13  887    16    95  901    65   101    7     1    15   17   178
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 1.87  0.13  0.94 0.06  1.00  0.47 0.53  1.00
Final Sat.:  1720 3379    61  1720 3209   231  1609  111  1720   806  914  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.06 0.06  0.00  0.02 0.02  0.10
Crit Volume:             452    95                 101                        178
Crit Moves:             ****  ****               ****                       ****
*******************************************************************************
```


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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.331
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  495    54    57  470    57    84    1    24   126   11    92
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  495    54    57  470    57    84    1    24   126   11    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  495    54    57  470    57    84    1    24   126   11    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  495    54    57  470    57    84    1    24   126   11    92
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    57
RTOR Vol:      29  495    54    57  470    57    84    1    24   126   11    35
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58  495    54   114  470    57    84    1    24   126   11    35
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 1.72  0.18  0.22 1.60  0.18  0.77 0.01  0.22  0.92 0.08  1.00
Final Sat.:   190 3090   320   389 2891   320  1387   17   396  1655  145  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.15 0.16  0.18  0.06 0.06  0.06  0.08 0.08  0.02
Crit Volume:             304    57                   109         126
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```

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                  Cumulative Preferred Land Use with Road Diet
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.529
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40                Level Of Service:                  A
*******************************************************************************
Street Name:           Appian Wy                           Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     206  558     4     0  817    80    73    0   225     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  206  558     4     0  817    80    73    0   225     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   206  558     4     0  817    80    73    0   225     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  206  558     4     0  817    80    73    0   225     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     206  558     4     0  817    80    73    0   225     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  824  558     4     0  817    80    73    0   225     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.99  0.01  0.00 1.82  0.18  0.24 0.00  0.76  0.00 0.00  0.00
Final Sat.:  1800 1790    10     0 3279   321   441    0  1359     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.31  0.39  0.00 0.25  0.25  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  206                        449               298          0
Crit Moves:  ****                       ****              ****
*******************************************************************************
```


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                  Cumulative Preferred Land Use with Road Diet
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.878
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     598  765    78    21  763   110   181    2   456   555   82   115
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  598  765    78    21  763   110   181    2   456   555   82   115
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   598  765    78    21  763   110   181    2   456   555   82   115
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  598  765    78    21  763   110   181    2   456   555   82   115
RTOR Reduct:    0    0     0     0    0   110     0    0   329     0    0    21
RTOR Vol:     598  765    78    21  763     0   181    2   127   555   82    94
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  598  765    78    21  763     0   181    2   127   555   82    94
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.81  0.19  1.00 2.00  1.00  0.99 0.01  2.00  1.00 1.00  1.00
Final Sat.:  3000 2995   305  1650 3300  1650  1632   18  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.26  0.26  0.01 0.23  0.00  0.11 0.11  0.04  0.34 0.05  0.06
Crit Volume:  299                   382               183          555
Crit Moves:  ****                  ****              ****         ****
*******************************************************************************
```

```
Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 18-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                  AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.870
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       175                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Way                      I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     549 1026     0     0 1007   755     0    0     0   806    1   369
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  549 1026     0     0 1007   755     0    0     0   806    1   369
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   549 1026     0     0 1007   755     0    0     0   806    1   369
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  549 1026     0     0 1007   755     0    0     0   806    1   369
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     549 1026     0     0 1007   755     0    0     0   806    1   369
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  549 1026     0     0 1007   755     0    0     0   806    1   369
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    4  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.30  0.00  0.00 0.29  0.44  0.00 0.00  0.00  0.26 0.23  0.21
Crit Volume:  549                   503                 0          404
Crit Moves:  ****                  ****                          ****
*******************************************************************************
```


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```
Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 19-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.564
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1027   625     0 1478   337   495    3   277     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1027   625     0 1478   337   495    3   277     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1027   625     0 1478   337   495    3   277     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1027   625     0 1478   337   495    3   277     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1027   625     0 1478   337   495    3   277     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1027   625     0 1478   337   495    3   277     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.87  1.13  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3357  1857     0 3600  1800  3253   22  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.34  0.00 0.41  0.19  0.15 0.14  0.15  0.00 0.00  0.00
Crit Volume:    0                   739                    277          0
Crit Moves:  ****                  ****                   ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 20-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.762
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include            Ovl          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     292 1120    20   161  765   808   295   21    89   220  406    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  292 1120    20   161  765   808   295   21    89   220  406    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   292 1120    20   161  765   808   295   21    89   220  406    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  292 1120    20   161  765   808   295   21    89   220  406    69
RTOR Reduct:    0    0     0     0    0   113     0    0    89     0    0    69
RTOR Vol:     292 1120    20   161  765   695   295   21     0   220  406     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  292 1120    20   161  765   695   295   21     0   220  406     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.80 0.20  1.00  1.00 1.00  1.00
Final Sat.:  3000 3242    58  1650 3300  3000  4020  329  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.35  0.35  0.10 0.23  0.23  0.07 0.06  0.00  0.13 0.25  0.00
Crit Volume:      570                161                  105                  406
Crit Moves:      ****               ****                 ****                 ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 21-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.805
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       117                Level Of Service:                  D
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  0  1    1  0  1  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29    0    13     0    0     0     0  889    17     9 1343     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29    0    13     0    0     0     0  889    17     9 1343     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29    0    13     0    0     0     0  889    17     9 1343     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29    0    13     0    0     0     0  889    17     9 1343     0
RTOR Reduct:    0    0     0     0    0     0     0    0    17     0    0     0
RTOR Vol:      29    0    13     0    0     0     0  889     0     9 1343     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29    0    13     0    0     0     0  889     0     9 1343     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.69 0.00  0.31  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1188    0   532     0    0     0     0 1720  1720  1720 1720     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.52  0.00  0.01 0.78  0.00
Crit Volume:               42           0           0                  1343
Crit Moves:              ****                    ****                  ****
*******************************************************************************

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 22-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.777
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65                Level Of Service:                  C
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     9     1    0     2     1  936    16    42 1379     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9    0     9     1    0     2     1  936    16    42 1379     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9    0     9     1    0     2     1  936    16    42 1379     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9    0     9     1    0     2     1  936    16    42 1379     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       9    0     9     1    0     2     1  936    16    42 1379     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9    0     9     1    0     2     1  936    16    42 1379     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  0.33 0.00  0.67  1.00 0.98  0.02  1.00 1.00  0.00
Final Sat.:   900    0   900   600    0  1200  1800 1770    30  1800 1800     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.00 0.53  0.53  0.02 0.77  0.00
Crit Volume:               18     1                 1                  1379
Crit Moves:              ****  ****              ****                  ****
*******************************************************************************

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 23-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                  AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.911
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       162                Level Of Service:                  E
*******************************************************************************
Street Name:             John St                        San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0  948     3     0 1637     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     3     0    0     0     0  948     3     0 1637     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     3     0    0     0     0  948     3     0 1637     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0  948     3     0 1637     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0  948     3     0 1637     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     3     0    0     0     0  948     3     0 1637     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 0.99  0.01  0.00 1.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 1794     6     0 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.53  0.53  0.00 0.91  0.00
Crit Volume:                3     0                 0                   1637
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                  PM Peak Hour
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative PM Preferred Project

Command:              Cumulative PM PP
Volume:               Cumulative PM PP
Geometry:             Cumulative Road Diet
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Turning Movement Report

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#1 Del Monte Dr/eSan Pablo Ave																	
Base	4	1	14		55	1	78		195	1117	25		41	832	35		2398
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	4	1	14		55	1	78		195	1117	25		41	832	35		2398
#2 Pinole Shores Dr/ San Pablo Ave																	
Base	4	0	6		67	0	35		53	1085	21		9	871	91		2242
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	4	0	6		67	0	35		53	1085	21		9	871	91		2242
#3 Sunnyview Dr/ San Pablo Ave																	
Base	28	6	19		91	10	44		84	1045	35		33	919	56		2370
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	28	6	19		91	10	44		84	1045	35		33	919	56		2370
#4 Appian Wy-Pinon Ave/ San Pablo Ave																	
Base	333	118	191		65	85	54		28	871	194		363	615	81		2998
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	333	118	191		65	85	54		28	871	194		363	615	81		2998
#5 Tennent Ave/ San Pablo Ave																	
Base	138	70	69		42	40	30		25	906	245		140	872	57		2634
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	138	70	69		42	40	30		25	906	245		140	872	57		2634
#6 Pinole Valley Rd/ San Pablo Ave																	
Base	134	17	452		1	12	9		12	1004	22		276	979	2		2920
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	134	17	452		1	12	9		12	1004	22		276	979	2		2920
#7 Tennent Ave/ Pinole Valley Rd																	
Base	3	378	536		75	442	4		4	4	4		278	13	51		1792
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	3	378	536		75	442	4		4	4	4		278	13	51		1792
#8 Pinole Valley Rd/ Henry Ave																	
Base	96	569	18		29	541	92		229	62	202		17	12	39		1906
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	96	569	18		29	541	92		229	62	202		17	12	39		1906
#9 Pinole Valley Rd/ I-80 WB ramps																	
Base	487	597	0		0	495	286		0	0	0		443	1	111		2420
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	487	597	0		0	495	286		0	0	0		443	1	111		2420

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	559	550		306	652	0		589	142	553		0	0	0		3351
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	559	550		306	652	0		589	142	553		0	0	0		3351
#11 Pinole Valley Rd/ Estates Ave																	
Base	22	694	19		220	806	181		187	14	12		14	14	133		2316
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	22	694	19		220	806	181		187	14	12		14	14	133		2316
#12 Pinole Valley Rd/ Ramona St																	
Base	20	445	74		153	563	9		30	9	12		48	9	47		1419
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	20	445	74		153	563	9		30	9	12		48	9	47		1419
#13 Appian Wy/ Mann Dr																	
Base	253	778	0		0	572	52		24	0	125		0	0	0		1804
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	253	778	0		0	572	52		24	0	125		0	0	0		1804
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	621	676	312		37	737	109		203	115	686		138	48	12		3694
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	621	676	312		37	737	109		203	115	686		138	48	12		3694
#15 Appian Way/ I-80 WB ramps																	
Base	361	1082	0		0	985	518		0	0	0		680	9	330		3965
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	361	1082	0		0	985	518		0	0	0		680	9	330		3965
#16 Appian Way/ I-80 EB ramps																	
Base	0	1105	1194		0	1242	712		606	274	215		0	0	0		5348
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	1105	1194		0	1242	712		606	274	215		0	0	0		5348
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	320	902	71		272	689	571		1255	175	475		86	130	139		5085
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	320	902	71		272	689	571		1255	175	475		86	130	139		5085
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	23	0	4		0	0	0		0	1114	16		10	1056	0		2223
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	23	0	4		0	0	0		0	1114	16		10	1056	0		2223

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	23	2	41	16	0	22	12	944	26	35	958	13	2092
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	2	41	16	0	22	12	944	26	35	958	13	2092
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1305	3	0	1267	0	2598
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1305	3	0	1267	0	2598
#21													
Base	9	7	7	19	7	24	20	1092	7	10	1053	27	2282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	7	7	19	7	24	20	1092	7	10	1053	27	2282

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 3-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	F	xxxxx	1.059	F	xxxxx	1.059	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.295	A	xxxxx	0.295	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.871	D	xxxxx	0.871	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 20 John St/ San Pablo Ave	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                 Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.463
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    1    14    55    1    78   195 1117    25    41  832    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    1    14    55    1    78   195 1117    25    41  832    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    1    14    55    1    78   195 1117    25    41  832    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    1    14    55    1    78   195 1117    25    41  832    35
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    35
RTOR Vol:       4    1    14    55    1    78   195 1117    21    41  832     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    1    14    55    1    78   195 1117    21    41  832     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.21 0.05  0.74  0.41 0.01  0.58  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   347   87  1216   677   12   960  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.34  0.01  0.02 0.25  0.00
Crit Volume:               19        134         195                   416
Crit Moves:              ****       ****        ****                  ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                 Page 5-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.372
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                   San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     6    67    0    35    53 1085    21     9  871    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     6    67    0    35    53 1085    21     9  871    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     6    67    0    35    53 1085    21     9  871    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     6    67    0    35    53 1085    21     9  871    91
RTOR Reduct:    0    0     0     0    0    35     0    0     0     0    0     0
RTOR Vol:       4    0     6    67    0     0    53 1085    21     9  871    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    0     6    67    0     0    53 1085    21     9  871    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.40 0.00  0.60  1.00 0.00  1.00  1.00 1.96  0.04  1.00 1.81  0.19
Final Sat.:   688    0  1032  1720    0  1720  1720 3375    65  1720 3115   325
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.32  0.32  0.01 0.28  0.28
Crit Volume:               10    67                   553           9
Crit Moves:              ****  ****                 ****        ****
*******************************************************************************
```


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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 6-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.434
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
*******************************************************************************
Street Name:           Sunnyview Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28    6    19    91   10    44    84 1045    35    33  919    56
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28    6    19    91   10    44    84 1045    35    33  919    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    28    6    19    91   10    44    84 1045    35    33  919    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28    6    19    91   10    44    84 1045    35    33  919    56
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      28    6    19    91   10    44    84 1045    35    33  919    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   28    6    19    91   10    44    84 1045    35    33  919    56
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.53 0.11  0.36  0.63 0.07  0.30  1.00 1.94  0.06  1.00 1.89  0.11
Final Sat.:   909  195   617  1079  119   522  1720 3329   111  1720 3242   198
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.08 0.08  0.08  0.05 0.31  0.31  0.02 0.28  0.28
Crit Volume:   28                         145               540    33
Crit Moves:  ****                        ****              ****  ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 7-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.739
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71                Level Of Service:                  C
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     333  118   191    65   85    54    28  871   194   363  615    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  333  118   191    65   85    54    28  871   194   363  615    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   333  118   191    65   85    54    28  871   194   363  615    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  333  118   191    65   85    54    28  871   194   363  615    81
RTOR Reduct:    0    0     0     0    0     0     0    0   194     0    0     0
RTOR Vol:     333  118   191    65   85    54    28  871     0   363  615    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  333  118   191    65   85    54    28  871     0   363  615    81
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.38  0.62  1.00 0.61  0.39  1.00 2.00  1.00  1.00 1.77  0.23
Final Sat.:  1720  657  1063  1720 1052   668  1720 3440  1720  1720 3040   400
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.18  0.18  0.04 0.08  0.08  0.02 0.25  0.00  0.21 0.20  0.20
Crit Volume:  333                         139               436   363
Crit Moves:  ****                        ****              ****  ****
*******************************************************************************
```


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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.833
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  D
*******************************************************************************
Street Name:           Tennent Ave                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138   70    69    42   40    30    25  906   245   140  872    57
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138   70    69    42   40    30    25  906   245   140  872    57
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138   70    69    42   40    30    25  906   245   140  872    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138   70    69    42   40    30    25  906   245   140  872    57
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     138   70    69    42   40    30    25  906   245   140  872    57
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  138   70    69    42   40    30    25  906   245   140  872    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.50  0.50  1.00 0.57  0.43  1.00 0.79  0.21  1.00 0.94  0.06
Final Sat.:  1800  906   894  1800 1029   771  1800 1417   383  1800 1690   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.02 0.04  0.04  0.01 0.64  0.64  0.08 0.52  0.52
Crit Volume:  138                          70             1151   140
Crit Moves:  ****                        ****             ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                 PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.059
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     134   17   452     1   12     9    12 1004    22   276  979     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  134   17   452     1   12     9    12 1004    22   276  979     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   134   17   452     1   12     9    12 1004    22   276  979     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  134   17   452     1   12     9    12 1004    22   276  979     2
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     134   17   452     1   12     9    12 1004    22   276  979     2
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  134   17   452     1   12     9    12 1004    22   276  979     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.22 0.03  0.75  0.05 0.54  0.41  1.00 0.98  0.02  1.00 0.99  0.01
Final Sat.:   400   51  1349    82  982   736  1800 1761    39  1800 1796     4
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.33  0.34  0.01 0.01  0.01  0.01 0.57  0.57  0.15 0.54  0.55
Crit Volume:              603     1                        1026   276
Crit Moves:              ****  ****                       ****  ****
*******************************************************************************
```


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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.448
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3  378   536    75  442     4     4    4     4   278   13    51
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3  378   536    75  442     4     4    4     4   278   13    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3  378   536    75  442     4     4    4     4   278   13    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3  378   536    75  442     4     4    4     4   278   13    51
RTOR Reduct:    0    0   278     0    0     0     0    0     0     0    0    51
RTOR Vol:       3  378   258    75  442     4     4    4     4   278   13     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3  378   258    75  442     4     4    4     4   278   13     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.99  0.01  1.00 0.50  0.50  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1635    15  1650  825   825  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.16  0.05 0.27  0.27  0.00 0.00  0.00  0.17 0.01  0.00
Crit Volume:        378          75                      8          278
Crit Moves:       ****        ****                   ****        ****
*******************************************************************************
```



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                         Pinole General Plan (P06-130)
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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.702
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      96  569    18    29  541    92   229   62   202    17   12    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   96  569    18    29  541    92   229   62   202    17   12    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    96  569    18    29  541    92   229   62   202    17   12    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   96  569    18    29  541    92   229   62   202    17   12    39
RTOR Reduct:    0    0    17     0    0     0     0    0     0     0    0     0
RTOR Vol:      96  569     1    29  541    92   229   62   202    17   12    39
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   96  569     1    29  541    92   229   62   202    17   12    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.71  0.29  0.46 0.13  0.41  0.25 0.18  0.57
Final Sat.:  1650 1650  1650  1650 2820   480   766  208   676   413  291   946
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.34  0.00  0.02 0.19  0.19  0.30 0.30  0.30  0.04 0.04  0.04
Crit Volume:       569          29                    493                68
Crit Moves:       ****        ****                   ****              ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.640
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     487  597     0     0  495   286     0    0     0   443    1   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  487  597     0     0  495   286     0    0     0   443    1   111
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   487  597     0     0  495   286     0    0     0   443    1   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  487  597     0     0  495   286     0    0     0   443    1   111
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     487  597     0     0  495   286     0    0     0   443    1   111
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  487  597     0     0  495   286     0    0     0   443    1   111
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.27  0.73  0.00 0.00  0.00  1.00 0.60  0.40
Final Sat.:  3127 1720     0     0 2180  1260     0    0     0  1720 1032   688
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.35  0.00  0.00 0.23  0.23  0.00 0.00  0.00  0.26 0.00  0.16
Crit Volume:  244                   391                 0         443
Crit Moves:  ****                  ****                          ****
*******************************************************************************
```

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                 Cumulative Preferred Land Use with Road Diet
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.925
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  559   550   306  652     0   589  142   553     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  559   550   306  652     0   589  142   553     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  559   550   306  652     0   589  142   553     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  559   550   306  652     0   589  142   553     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  559   550   306  652     0   589  142   553     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  559   550   306  652     0   589  142   553     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.01  0.99  1.00 2.00  0.00  0.81 0.19  1.00  0.00 0.00  0.00
Final Sat.:     0 1734  1706  1720 3440     0  1386  334  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.18 0.19  0.00  0.43 0.42  0.32  0.00 0.00  0.00
Crit Volume:      555         306                   731                 0
Crit Moves:      ****        ****                  ****
*******************************************************************************
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.460
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  694    19   220  806   181   187   14    12    14   14   133
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  694    19   220  806   181   187   14    12    14   14   133
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  694    19   220  806   181   187   14    12    14   14   133
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  694    19   220  806   181   187   14    12    14   14   133
RTOR Reduct:    0    0     0     0    0     0     0    0    12     0    0   133
RTOR Vol:      22  694    19   220  806   181   187   14     0    14   14     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  694    19   220  806   181   187   14     0    14   14     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.95  0.05  1.00 1.63  0.37  0.93 0.07  1.00  0.50 0.50  1.00
Final Sat.:  1720 3348    92  1720 2809   631  1600  120  1720   860  860  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.13 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:             357   220              187                    28
Crit Moves:             ****  ****             ****                  ****
*******************************************************************************
```

```
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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.295
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  445    74   153  563     9    30     9    12    48    9    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  445    74   153  563     9    30     9    12    48    9    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  445    74   153  563     9    30     9    12    48    9    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  445    74   153  563     9    30     9    12    48    9    47
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    47
RTOR Vol:      20  445    74   153  563     9    30     9    12    48    9     0
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   40  445    74   306  563     9    30     9    12    48    9     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 1.66  0.26  0.53 1.45  0.02  0.59 0.18  0.23  0.84 0.16  1.00
Final Sat.:   139 2985   477   963 2600    37  1059  318   424  1516  284  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.15  0.16  0.16 0.22  0.24  0.03 0.03  0.03  0.03 0.03  0.00
Crit Volume:             279   153                          51    48
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.397
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                         Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     253  778     0     0  572    52    24    0   125     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  253  778     0     0  572    52    24    0   125     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   253  778     0     0  572    52    24    0   125     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  253  778     0     0  572    52    24    0   125     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     253  778     0     0  572    52    24    0   125     0    0     0
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  506  778     0     0  572    52    24    0   125     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 1.83  0.17  0.16 0.00  0.84  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3300   300   290    0  1510     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.43  0.00  0.00 0.17  0.17  0.08 0.00  0.08  0.00 0.00  0.00
Crit Volume:  253                   312                    149          0
Crit Moves:  ****                  ****                   ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.707
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  676   312    37  737   109   203  115   686   138   48    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  621  676   312    37  737   109   203  115   686   138   48    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   621  676   312    37  737   109   203  115   686   138   48    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  676   312    37  737   109   203  115   686   138   48    12
RTOR Reduct:    0    0     0     0    0   109     0    0   342     0    0    12
RTOR Vol:     621  676   312    37  737     0   203  115   344   138   48     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  621  676   312    37  737     0   203  115   344   138   48     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.37  0.63  1.00 2.00  1.00  0.64 0.36  2.00  1.00 1.00  1.00
Final Sat.:  3000 2258  1042  1650 3300  1650  1053  597  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.30  0.30  0.02 0.22  0.00  0.19 0.19  0.11  0.08 0.03  0.00
Crit Volume:  311                   369              318          138
Crit Moves:  ****                  ****             ****         ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 18-1
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                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.717
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     361 1082     0     0  985   518     0    0     0   680    9   330
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  361 1082     0     0  985   518     0    0     0   680    9   330
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   361 1082     0     0  985   518     0    0     0   680    9   330
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  361 1082     0     0  985   518     0    0     0   680    9   330
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     361 1082     0     0  985   518     0    0     0   680    9   330
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  361 1082     0     0  985   518     0    0     0   680    9   330
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3086   45  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.31  0.00  0.00 0.29  0.30  0.00 0.00  0.00  0.22 0.20  0.19
Crit Volume:  361                   493                 0         344
Crit Moves:  ****                  ****                          ****
*******************************************************************************
```

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                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.737
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1105  1194     0 1242   712   606  274   215     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1105  1194     0 1242   712   606  274   215     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1105  1194     0 1242   712   606  274   215     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1105  1194     0 1242   712   606  274   215     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1105  1194     0 1242   712   606  274   215     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1105  1194     0 1242   712   606  274   215     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.44  1.56  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 2595  2549     0 3600  1800  2253 1121  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.43  0.47  0.00 0.34  0.40  0.27 0.24  0.12  0.00 0.00  0.00
Crit Volume:             766     0              440                       0
Crit Moves:             ****  ****             ****
*******************************************************************************
```


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                  Cumulative Preferred Land Use with Road Diet
                                  PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.871
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       176                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     320  902    71   272  689   571  1255  175   475    86  130   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  320  902    71   272  689   571  1255  175   475    86  130   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   320  902    71   272  689   571  1255  175   475    86  130   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  902    71   272  689   571  1255  175   475    86  130   139
RTOR Reduct:    0    0     0     0    0   481     0    0   176     0    0   139
RTOR Vol:     320  902    71   272  689    90  1255  175   299    86  130     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  320  902    71   272  689    90  1255  175   299    86  130     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  2.00  2.63 0.37  1.00  1.00 1.00  1.00
Final Sat.:  3000 3059   241  1650 3300  3000  3779  606  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.29  0.16 0.21  0.03  0.33 0.29  0.18  0.05 0.08  0.00
Crit Volume:             487   272              477                   130
Crit Moves:             ****  ****              ****                  ****
*******************************************************************************
```

```
Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 21-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                  PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.669
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  B
*******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  0  1    1  0  1  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    0     4     0    0     0     0 1114    16    10 1056     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23    0     4     0    0     0     0 1114    16    10 1056     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23    0     4     0    0     0     0 1114    16    10 1056     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    0     4     0    0     0     0 1114    16    10 1056     0
RTOR Reduct:    0    0     0     0    0     0     0    0    16     0    0     0
RTOR Vol:      23    0     4     0    0     0     0 1114     0    10 1056     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23    0     4     0    0     0     0 1114     0    10 1056     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.85 0.00  0.15  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1465    0   255     0    0     0     0 1720  1720  1720 1720     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.65  0.00  0.01 0.61  0.00
Crit Volume:              27          0              1114          10
Crit Moves:              ****                        ****        ****
*******************************************************************************
```


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```
Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 22-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.604
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  B
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    2    41    16    0    22    12  944    26    35  958    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23    2    41    16    0    22    12  944    26    35  958    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23    2    41    16    0    22    12  944    26    35  958    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    2    41    16    0    22    12  944    26    35  958    13
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    2    41    16    0    22    12  944    26    35  958    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23    2    41    16    0    22    12  944    26    35  958    13
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.35 0.03  0.62  0.42 0.00  0.58  1.00 0.97  0.03  1.00 0.99  0.01
Final Sat.:   627   55  1118   758    0  1042  1800 1752    48  1800 1776    24
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.02 0.00  0.02  0.01 0.54  0.54  0.02 0.54  0.54
Crit Volume:        66          16                         970    35
Crit Moves:       ****        ****                        ****  ****
*******************************************************************************
```

```
Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 23-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.739
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55                Level Of Service:                  C
*******************************************************************************
Street Name:             John St                          San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  0  1  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1305     3     0 1267     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    23     0    0     0     0 1305     3     0 1267     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    23     0    0     0     0 1305     3     0 1267     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1305     3     0 1267     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1305     3     0 1267     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0    23     0    0     0     0 1305     3     0 1267     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 0.99  0.01  0.00 1.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 1796     4     0 1800     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.73  0.73  0.00 0.70  0.00
Crit Volume:                23     0                        1308     0
Crit Moves:               ****                              ****  ****
*******************************************************************************
```


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Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project - No RdDiet
Command:	Cumulative AM PP - No RdDiet
Volume:	Cumulative AM PP - NoRdDiet
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	72	3	76	118	802	3	7	1501	21	2606
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	72	3	76	118	802	3	7	1501	21	2606
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	135	0	45	31	798	3	13	1458	54	2581
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	135	0	45	31	798	3	13	1458	54	2581
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	96	11	35	37	902	40	17	1378	21	2572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	96	11	35	37	902	40	17	1378	21	2572
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	138	114	553	93	75	8	7	778	195	407	1386	61	3815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	114	553	93	75	8	7	778	195	407	1386	61	3815
#5 Tennent Ave/ San Pablo Ave													
Base	40	52	280	39	34	21	12	1041	242	55	1760	63	3639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	52	280	39	34	21	12	1041	242	55	1760	63	3639
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	105	10	2	2	8	1307	26	607	1857	19	4056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	105	10	2	2	8	1307	26	607	1857	19	4056
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	255	227	8	280	44	37	88	65	553	38	37	1712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	255	227	8	280	44	37	88	65	553	38	37	1712
#8 Pinole Valley Rd/ Henry Ave													
Base	252	586	36	8	684	386	25	4	57	55	8	11	2112
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	252	586	36	8	684	386	25	4	57	55	8	11	2112
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	460	0	0	407	261	0	0	0	265	407	422	2754
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	460	0	0	407	261	0	0	0	265	407	422	2754

Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	948	326	85	567	0	191	1	492	0	0	0	2610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	948	326	85	567	0	191	1	492	0	0	0	2610
#11 Pinole Valley Rd/ Estates Ave													
Base	11	893	15	99	895	73	107	6	10	16	14	274	2413
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	893	15	99	895	73	107	6	10	16	14	274	2413
#12 Pinole Valley Rd/ Ramona St													
Base	27	504	50	62	447	62	88	1	22	130	9	87	1489
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	504	50	62	447	62	88	1	22	130	9	87	1489
#13 Appian Wy/ Mann Dr													
Base	173	733	4	0	925	97	71	0	235	0	0	0	2238
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	733	4	0	925	97	71	0	235	0	0	0	2238
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	939	75	16	972	80	111	2	572	615	40	101	4144
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	939	75	16	972	80	111	2	572	615	40	101	4144
#15 Appian Way/ I-80 WB ramps													
Base	518	1181	0	0	1404	853	0	0	0	727	1	321	5005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	518	1181	0	0	1404	853	0	0	0	727	1	321	5005
#16 Appian Way/ I-80 EB ramps													
Base	0	1056	522	0	1790	330	587	3	265	0	0	0	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1056	522	0	1790	330	587	3	265	0	0	0	4553
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	249	1151	23	137	1038	954	277	25	115	224	360	73	4626
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	249	1151	23	137	1038	954	277	25	115	224	360	73	4626
#18 Oak Ridge Ln/ San Pablo Ave													
Base	27	0	16	0	0	0	0	1283	10	16	1866	0	3218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	16	0	0	0	0	1283	10	16	1866	0	3218

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	9	0	9	1	0	2	1	1330	17	42	1863	1	3275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	9	1	0	2	1	1330	17	42	1863	1	3275
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	1367	3	0	2527	0	3900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	1367	3	0	2527	0	3900
#21													
Base	10	5	10	14	5	10	23	1316	10	10	1845	14	3272
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	14	5	10	23	1316	10	10	1845	14	3272

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                 Page 3-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                             Base           Future       Change
                                      Del/   V/       Del/   V/        in
                                  LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     B xxxxx 0.620   B xxxxx 0.620  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.562   A xxxxx 0.562  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.521   A xxxxx 0.521  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  E xxxxx 0.905   E xxxxx 0.905  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      D xxxxx 0.811   D xxxxx 0.811  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  D xxxxx 0.848   D xxxxx 0.848  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     A xxxxx 0.574   A xxxxx 0.574  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  B xxxxx 0.682   B xxxxx 0.682  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  C xxxxx 0.706   C xxxxx 0.706  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.485   A xxxxx 0.485  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.337   A xxxxx 0.337  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.550   A xxxxx 0.550  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  E xxxxx 0.951   E xxxxx 0.951  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       E xxxxx 0.942   E xxxxx 0.942  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       B xxxxx 0.678   B xxxxx 0.678  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   C xxxxx 0.727   C xxxxx 0.727  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     A xxxxx 0.567   A xxxxx 0.567  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    A xxxxx 0.599   A xxxxx 0.599  + 0.000 V/C

# 20 John St/ San Pablo Ave          C xxxxx 0.704   C xxxxx 0.704  + 0.000 V/C

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                 Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.620
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
*******************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    2     1    72    3    76   118  802     3     7 1501    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    2     1    72    3    76   118  802     3     7 1501    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    2     1    72    3    76   118  802     3     7 1501    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    72    3    76   118  802     3     7 1501    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    21
RTOR Vol:       0    2     1    72    3    76   118  802     3     7 1501     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    2     1    72    3    76   118  802     3     7 1501     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.67  0.33  0.48 0.02  0.50  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550   787   33   830  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.07 0.24  0.00  0.00 0.45  0.00
Crit Volume:         3                     151   118                    751
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.562
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                   San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25    0    19   135    0    45    31  798     3    13 1458    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25    0    19   135    0    45    31  798     3    13 1458    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25    0    19   135    0    45    31  798     3    13 1458    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    19   135    0    45    31  798     3    13 1458    54
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:      25    0    19   135    0    14    31  798     3    13 1458    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25    0    19   135    0    14    31  798     3    13 1458    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.93  0.07
Final Sat.:   977    0   743  1720    0  1720  1720 3427    13  1720 3317   123
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.23  0.23  0.01 0.44  0.44
Crit Volume:               44   135               31                        756
Crit Moves:              ****  ****              ****                       ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.521
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                  A
*******************************************************************************
Street Name:           Sunnyview Dr                       San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    9     9    96   11    35    37  902    40    17 1378    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    9     9    96   11    35    37  902    40    17 1378    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17    9     9    96   11    35    37  902    40    17 1378    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17    9     9    96   11    35    37  902    40    17 1378    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      17    9     9    96   11    35    37  902    40    17 1378    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17    9     9    96   11    35    37  902    40    17 1378    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.48 0.26  0.26  0.67 0.08  0.25  1.00 1.92  0.08  1.00 1.97  0.03
Final Sat.:   835  442   442  1163  133   424  1720 3294   146  1720 3388    52
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.08 0.08  0.08  0.02 0.27  0.27  0.01 0.41  0.41
Crit Volume:   17                        142    37                        700
Crit Moves:  ****                       ****  ****                       ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.905
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138  114   553    93   75     8     7  778   195   407 1386    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138  114   553    93   75     8     7  778   195   407 1386    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138  114   553    93   75     8     7  778   195   407 1386    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138  114   553    93   75     8     7  778   195   407 1386    61
RTOR Reduct:    0    0     0     0    0     0     0    0   138     0    0     0
RTOR Vol:     138  114   553    93   75     8     7  778    57   407 1386    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  138  114   553    93   75     8     7  778    57   407 1386    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.17  0.83  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.92  0.08
Final Sat.:  1720  294  1426  1720 1554   166  1720 3440  1720  1720 3295   145
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.39  0.39  0.05 0.05  0.05  0.00 0.23  0.03  0.24 0.42  0.42
Crit Volume:       667          93                    389         407
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.811
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  D
*******************************************************************************
Street Name:           Tennent Ave                         San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40   52   280    39   34    21    12 1041   242    55 1760    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   40   52   280    39   34    21    12 1041   242    55 1760    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40   52   280    39   34    21    12 1041   242    55 1760    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40   52   280    39   34    21    12 1041   242    55 1760    63
RTOR Reduct:    0    0     0     0    0     0     0    0    40     0    0     0
RTOR Vol:      40   52   280    39   34    21    12 1041   202    55 1760    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   40   52   280    39   34    21    72 1041   202   330 1760    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.16  0.84  0.42 0.36  0.22  0.15 1.85  1.00  0.07 1.87  0.06
Final Sat.:  1800  282  1518   747  651   402   261 3339  1800   124 3371   105
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18  0.18  0.05 0.05  0.05  0.05 0.31  0.11  0.45 0.52  0.60
Crit Volume:       332          39                 12                      1077
Crit Moves:       ****        ****               ****                      ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.848
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   98   105    10    2     2     8 1307    26   607 1857    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   98   105    10    2     2     8 1307    26   607 1857    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15   98   105    10    2     2     8 1307    26   607 1857    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98   105    10    2     2     8 1307    26   607 1857    19
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98   105    10    2     2     8 1307    26   607 1857    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15   98   105    10    2     2    48 1307    26  3642 1857    19
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.45  0.48  0.72 0.14  0.14  0.01 1.95  0.04  1.00 0.99  0.01
Final Sat.:   124  809   867  1286  257   257    22 3510    68  1800 1788    12
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.36 0.37  0.38  0.34 1.04  1.53
Crit Volume:       218          10                          691   607
Crit Moves:       ****        ****                        ****  ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  255   227     8  280    44    37   88    65   553   38    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   80  255   227     8  280    44    37   88    65   553   38    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  255   227     8  280    44    37   88    65   553   38    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  255   227     8  280    44    37   88    65   553   38    37
RTOR Reduct:    0    0   227     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  255     0     8  280    44    37   88    65   553   38    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   80  255     0     8  280    44    37   88    65   553   38    29
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1426   224  1650  949   701  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.15  0.00  0.00 0.20  0.20  0.02 0.09  0.09  0.34 0.02  0.02
Crit Volume:   80                          324              153   553
Crit Moves:  ****                        ****             ****  ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.574
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     252  586    36     8  684   386    25    4    57    55    8    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  252  586    36     8  684   386    25    4    57    55    8    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   252  586    36     8  684   386    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  252  586    36     8  684   386    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:     252  586     0     8  684   386    25    4    57    55    8    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  252  586     0     8  684   386    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.28  0.72  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 2110  1190   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.36  0.00  0.00 0.32  0.32  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  252                   535                     86                74
Crit Moves:  ****                 ****                   ****              ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.682
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     532  460     0     0  407   261     0    0     0   265  407   422
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  532  460     0     0  407   261     0    0     0   265  407   422
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   532  460     0     0  407   261     0    0     0   265  407   422
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  460     0     0  407   261     0    0     0   265  407   422
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  460     0     0  407   261     0    0     0   265  407   422
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  532  460     0     0  407   261     0    0     0   265  407   422
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.48 0.74  0.78
Final Sat.:  3127 1720     0     0 2096  1344     0    0     0   833 1280  1327
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.27  0.00  0.00 0.19  0.19  0.00 0.00  0.00  0.32 0.32  0.32
Crit Volume:  266                   334                     0                 547
Crit Moves:  ****                 ****                                      ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.706
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  948   326    85  567     0   191    1   492     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  948   326    85  567     0   191    1   492     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  948   326    85  567     0   191    1   492     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  948   326    85  567     0   191    1   492     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  948   326    85  567     0   191    1   492     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  948   326    85  567     0   191    1   492     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.16  0.00  0.11 0.11  0.29  0.00 0.00  0.00
Crit Volume:       637          85                          492          0
Crit Moves:       ****        ****                         ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.485
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11  893    15    99  895    73   107    6    10    16   14   274
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11  893    15    99  895    73   107    6    10    16   14   274
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11  893    15    99  895    73   107    6    10    16   14   274
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    15    99  895    73   107    6    10    16   14   274
RTOR Reduct:    0    0     0     0    0     0     0    0    10     0    0    99
RTOR Vol:      11  893    15    99  895    73   107    6     0    16   14   175
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11  893    15    99  895    73   107    6     0    16   14   175
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.85  0.15  0.95 0.05  1.00  0.53 0.47  1.00
Final Sat.:  1720 3383    57  1720 3181   259  1629   91  1720   917  803  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.07 0.07  0.00  0.02 0.02  0.10
Crit Volume:             454    99              107                          175
Crit Moves:             ****  ****             ****                         ****
*******************************************************************************
```


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                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.337
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    50    62  447    62    88    1    22   130    9    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  504    50    62  447    62    88    1    22   130    9    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  504    50    62  447    62    88    1    22   130    9    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    50    62  447    62    88    1    22   130    9    87
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    50    62  447    62    88    1    22   130    9    25
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54  504    50   124  447    62    88    1    22   130    9    25
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.10 1.74  0.16  0.24 1.56  0.20  0.79 0.01  0.20  0.94 0.06  1.00
Final Sat.:   175 3128   296   439 2809   353  1427   16   357  1683  117  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.14 0.16  0.18  0.06 0.06  0.06  0.08 0.08  0.01
Crit Volume:             304    62                         111   130
Crit Moves:             ****  ****                       ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.550
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
*******************************************************************************
Street Name:           Appian Wy                           Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     173  733     4     0  925    97    71    0   235     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  173  733     4     0  925    97    71    0   235     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   173  733     4     0  925    97    71    0   235     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  733     4     0  925    97    71    0   235     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     173  733     4     0  925    97    71    0   235     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  692  733     4     0  925    97    71    0   235     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.88 1.11  0.01  0.00 1.81  0.19  0.23 0.00  0.77  0.00 0.00  0.00
Final Sat.:  1593 1997    10     0 3258   342   418    0  1382     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.37  0.40  0.00 0.28  0.28  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  173                         511              306          0
Crit Moves:  ****                        ****             ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.951
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  939    75    16  972    80   111    2   572   615   40   101
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  621  939    75    16  972    80   111    2   572   615   40   101
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   621  939    75    16  972    80   111    2   572   615   40   101
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  939    75    16  972    80   111    2   572   615   40   101
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    16
RTOR Vol:     621  939    75    16  972     0   111    2   230   615   40    85
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  621  939    75    16  972     0   111    2   230   615   40    85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 3056   244  1650 3300  1650  1621   29  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.31  0.31  0.01 0.29  0.00  0.07 0.07  0.08  0.37 0.02  0.05
Crit Volume:  311                   486                    115   615
Crit Moves:  ****                  ****                   ****  ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:27                Page 18-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.942
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:            Appian Way                      I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     518 1181     0     0 1404   853     0    0     0   727    1   321
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  518 1181     0     0 1404   853     0    0     0   727    1   321
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   518 1181     0     0 1404   853     0    0     0   727    1   321
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  518 1181     0     0 1404   853     0    0     0   727    1   321
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     518 1181     0     0 1404   853     0    0     0   727    1   321
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  518 1181     0     0 1404   853     0    0     0   727    1   321
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    5  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.34  0.00  0.00 0.41  0.50  0.00 0.00  0.00  0.23 0.21  0.19
Crit Volume:  518                   702                    0    364
Crit Moves:  ****                  ****                        ****
*******************************************************************************
```


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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:27                Page 19-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.678
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1056   522     0 1790   330   587    3   265     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1056   522     0 1790   330   587    3   265     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1056   522     0 1790   330   587    3   265     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1056   522     0 1790   330   587    3   265     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1056   522     0 1790   330   587    3   265     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1056   522     0 1790   330   587    3   265     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3600  1636     0 3600  1800  3256   18  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.32  0.00 0.50  0.18  0.18 0.16  0.15  0.00 0.00  0.00
Crit Volume:    0                   895         295                     0
Crit Moves:  ****                 ****        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:27                Page 20-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.727
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include            Ovl          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     249 1151    23   137 1038   954   277   25   115   224  360    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  249 1151    23   137 1038   954   277   25   115   224  360    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   249 1151    23   137 1038   954   277   25   115   224  360    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  249 1151    23   137 1038   954   277   25   115   224  360    73
RTOR Reduct:    0    0     0     0    0   106     0    0   115     0    0    73
RTOR Vol:     249 1151    23   137 1038   848   277   25     0   224  360     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  249 1151    23   137 1038   848   277   25     0   224  360     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.75 0.25  1.00  1.00 1.00  1.00
Final Sat.:  3000 3235    65  1650 3300  3000  3950  410  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.36  0.36  0.08 0.31  0.28  0.07 0.06  0.00  0.14 0.22  0.00
Crit Volume:      587         137              101                   360
Crit Moves:      ****        ****             ****                  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.567
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  A
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27    0    16     0    0     0     0 1283    10    16 1866     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27    0    16     0    0     0     0 1283    10    16 1866     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27    0    16     0    0     0     0 1283    10    16 1866     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0 1283    10    16 1866     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0 1283    10    16 1866     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   27    0    16     0    0     0     0 1283    10    16 1866     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3413    27  1720 3440     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.38  0.38  0.01 0.54  0.00
Crit Volume:               43           0           0                   933
Crit Moves:               ****                    ****                   ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:27                Page 22-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.599
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     9     1    0     2     1 1330    17    42 1863     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9    0     9     1    0     2     1 1330    17    42 1863     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9    0     9     1    0     2     1 1330    17    42 1863     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9    0     9     1    0     2     1 1330    17    42 1863     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       9    0     9     1    0     2     1 1330    17    42 1863     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9    0     9     1    0     2     6 1330    17   252 1863     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  0.33 0.00  0.67  0.01 1.97  0.02  0.05 1.94  0.01
Final Sat.:   900    0   900   600    0  1200     3 3552    45    89 3509     2
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.37 0.37  0.38  0.47 0.53  0.59
Crit Volume:               18     1                 1                        1058
Crit Moves:               ****  ****              ****                       ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:27                Page 23-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                  AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.704
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  C
*******************************************************************************
Street Name:             John St                        San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0 1367     3     0 2527     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     3     0    0     0     0 1367     3     0 2527     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     3     0    0     0     0 1367     3     0 2527     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0 1367     3     0 2527     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0 1367     3     0 2527     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     3     0    0     0     0 1367     3     0 2527     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.38  0.38  0.00 0.70  0.00
Crit Volume:                3     0                 0                   1264
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                  PM Peak Hour
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative PM Preferred Project - No RdDiet

Command:              Cumulative PM PP - No RdDiet
Volume:               Cumulative PM PP - NoRdDiet
Geometry:             Cumulatiive
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	4	2	14	58	2	76	192	1284	31	35	1123	39	2860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	14	58	2	76	192	1284	31	35	1123	39	2860
#2 Pinole Shores Dr/ San Pablo Ave													
Base	3	0	8	69	0	37	51	1259	19	12	1159	86	2703
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	8	69	0	37	51	1259	19	12	1159	86	2703
#3 Sunnyview Dr/ San Pablo Ave													
Base	23	7	25	90	10	48	77	1228	33	36	1207	51	2835
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	7	25	90	10	48	77	1228	33	36	1207	51	2835
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	331	122	386	86	80	35	18	1097	173	771	909	124	4132
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	331	122	386	86	80	35	18	1097	173	771	909	124	4132
#5 Tennent Ave/ San Pablo Ave													
Base	158	64	93	46	35	28	28	1374	205	168	1607	62	3868
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	158	64	93	46	35	28	28	1374	205	168	1607	62	3868
#6 Pinole Valley Rd/ San Pablo Ave													
Base	34	9	445	7	7	9	10	1534	6	234	1774	10	4079
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	9	445	7	7	9	10	1534	6	234	1774	10	4079
#7 Tennent Ave/ Pinole Valley Rd													
Base	9	345	427	40	362	4	3	2	9	239	8	33	1481
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	345	427	40	362	4	3	2	9	239	8	33	1481
#8 Pinole Valley Rd/ Henry Ave													
Base	77	514	92	12	509	28	196	10	121	55	3	11	1628
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	514	92	12	509	28	196	10	121	55	3	11	1628
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	506	583	0	0	483	219	0	0	0	361	1	80	2233
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	506	583	0	0	483	219	0	0	0	361	1	80	2233

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	702	454	302	572	0	447	94	637	0	0	0	3208
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	702	454	302	572	0	447	94	637	0	0	0	3208
#11 Pinole Valley Rd/ Estates Ave													
Base	21	794	29	213	810	187	192	13	11	16	12	133	2431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	794	29	213	810	187	192	13	11	16	12	133	2431
#12 Pinole Valley Rd/ Ramona St													
Base	17	516	68	148	568	14	42	4	6	31	8	54	1476
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	516	68	148	568	14	42	4	6	31	8	54	1476
#13 Appian Wy/ Mann Dr													
Base	244	932	0	0	883	66	36	0	100	0	0	0	2261
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	244	932	0	0	883	66	36	0	100	0	0	0	2261
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	630	924	270	33	959	94	178	50	685	101	30	10	3964
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	630	924	270	33	959	94	178	50	685	101	30	10	3964
#15 Appian Way/ I-80 WB ramps													
Base	349	1438	0	0	1141	538	0	0	0	546	9	326	4347
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	349	1438	0	0	1141	538	0	0	0	546	9	326	4347
#16 Appian Way/ I-80 EB ramps													
Base	0	1356	1070	0	1292	549	571	258	247	0	0	0	5343
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1356	1070	0	1292	549	571	258	247	0	0	0	5343
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	363	969	62	237	727	644	1350	154	504	58	94	95	5257
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	363	969	62	237	727	644	1350	154	504	58	94	95	5257
#18 Oak Ridge Ln/ San Pablo Ave													
Base	16	0	12	0	0	0	0	1575	11	16	1822	0	3452
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	0	12	0	0	0	0	1575	11	16	1822	0	3452

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	22	2	43	18	0	21	14	1441	22	38	1762	12	3395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	2	43	18	0	21	14	1441	22	38	1762	12	3395
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1977	3	0	2043	0	4046
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1977	3	0	2043	0	4046
#21													
Base	10	5	10	22	5	21	10	1561	10	10	1807	18	3489
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	22	5	21	10	1561	10	10	1807	18	3489

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 3-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	F	xxxxx	1.113	F	xxxxx	1.113	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.551
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    2    14    58    2    76   192 1284    31    35 1123    39
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    2    14    58    2    76   192 1284    31    35 1123    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    2    14    58    2    76   192 1284    31    35 1123    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    58    2    76   192 1284    31    35 1123    39
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    39
RTOR Vol:       4    2    14    58    2    76   192 1284    27    35 1123     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    4    2    14    58    2    76   192 1284    27    35 1123     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.10  0.70  0.43 0.01  0.56  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   704   24   922  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.39  0.02  0.02 0.34  0.00
Crit Volume:        20                     136   192                    562
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 5-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.438
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    0     8    69    0    37    51 1259    19    12 1159    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0     8    69    0    37    51 1259    19    12 1159    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0     8    69    0    37    51 1259    19    12 1159    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    69    0    37    51 1259    19    12 1159    86
RTOR Reduct:    0    0     0     0    0    37     0    0     0     0    0     0
RTOR Vol:       3    0     8    69    0     0    51 1259    19    12 1159    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0     8    69    0     0    51 1259    19    12 1159    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.97  0.03  1.00 1.86  0.14
Final Sat.:   469    0  1251  1720    0  1720  1720 3389    51  1720 3202   238
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.37  0.37  0.01 0.36  0.36
Crit Volume:                11    69                 51                   623
Crit Moves:               ****  ****               ****                   ****
*******************************************************************************
```


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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 6-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:           Sunnyview Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    7    25    90   10    48    77 1228    33    36 1207    51
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   23    7    25    90   10    48    77 1228    33    36 1207    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23    7    25    90   10    48    77 1228    33    36 1207    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    90   10    48    77 1228    33    36 1207    51
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    90   10    48    77 1228    33    36 1207    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23    7    25    90   10    48    77 1228    33    36 1207    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.42 0.13  0.45  0.61 0.07  0.32  1.00 1.95  0.05  1.00 1.92  0.08
Final Sat.:   719  219   782  1046  116   558  1720 3350    90  1720 3301   139
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.09 0.09  0.09  0.04 0.37  0.37  0.02 0.37  0.37
Crit Volume:   23                         148    77                   629
Crit Moves:  ****                        ****  ****                 ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 7-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.113
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     331  122   386    86   80    35    18 1097   173   771  909   124
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  331  122   386    86   80    35    18 1097   173   771  909   124
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   331  122   386    86   80    35    18 1097   173   771  909   124
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  331  122   386    86   80    35    18 1097   173   771  909   124
RTOR Reduct:    0    0     0     0    0     0     0    0   173     0    0     0
RTOR Vol:     331  122   386    86   80    35    18 1097     0   771  909   124
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  331  122   386    86   80    35    18 1097     0   771  909   124
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.24  0.76  1.00 0.70  0.30  1.00 2.00  1.00  1.00 1.76  0.24
Final Sat.:  1720  413  1307  1720 1197   523  1720 3440  1720  1720 3027   413
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.30  0.30  0.05 0.07  0.07  0.01 0.32  0.00  0.45 0.30  0.30
Crit Volume:             508    86                   549         771
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```


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```
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.682
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     158   64    93    46   35    28    28 1374   205   168 1607    62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  158   64    93    46   35    28    28 1374   205   168 1607    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   158   64    93    46   35    28    28 1374   205   168 1607    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  158   64    93    46   35    28    28 1374   205   168 1607    62
RTOR Reduct:    0    0     0     0    0     0     0    0   158     0    0     0
RTOR Vol:     158   64    93    46   35    28   168 1374    47   1008 1607    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  158   64    93    46   35    28   168 1374    47   1008 1607    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.41  0.59  0.42 0.32  0.26  0.27 1.73  1.00  0.34 1.62  0.04
Final Sat.:  1800  734  1066   760  578   462   479 3121  1800   607 2910    83
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.06 0.06  0.06  0.06 0.44  0.03  0.28 0.55  0.74
Crit Volume:  158                  109              792         168
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 9-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.849
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34    9   445     7    7     9    10 1534     6   234 1774    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34    9   445     7    7     9    10 1534     6   234 1774    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    34    9   445     7    7     9    10 1534     6   234 1774    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34    9   445     7    7     9    10 1534     6   234 1774    10
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      34    9   445     7    7     9    10 1534     6   234 1774    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   34    9   445     7    7     9    60 1534     6   1404 1774    10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.07 0.02  0.91  0.30 0.30  0.40  0.01 1.98  0.01  0.55 1.44  0.01
Final Sat.:   125   33  1641   548  548   704    24 3563    14   993 2595    11
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27  0.27  0.01 0.01  0.01  0.42 0.43  0.44  0.24 0.68  0.89
Crit Volume:  488                  7                        800   234
Crit Moves:  ****                ****                      ****  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.379
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  345   427    40  362     4     3    2     9   239    8    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  345   427    40  362     4     3    2     9   239    8    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  345   427    40  362     4     3    2     9   239    8    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  345   427    40  362     4     3    2     9   239    8    33
RTOR Reduct:    0    0   239     0    0     0     0    0     0     0    0    33
RTOR Vol:       9  345   188    40  362     4     3    2     9   239    8     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    9  345   188    40  362     4     3    2     9   239    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.11  0.02 0.22  0.22  0.00 0.01  0.01  0.14 0.00  0.00
Crit Volume:    9                   366               11         239
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77  514    92    12  509    28   196   10   121    55    3    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77  514    92    12  509    28   196   10   121    55    3    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77  514    92    12  509    28   196   10   121    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  514    92    12  509    28   196   10   121    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  514    37    12  509    28   196   10   121    55    3    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   77  514    37    12  509    28   196   10   121    55    3    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  1.00 1.90  0.10  0.60 0.03  0.37  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3128   172   989   50   611  1315   72   263
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.16  0.16  0.20 0.20  0.20  0.04 0.04  0.04
Crit Volume:       514          12                        327         69
Crit Moves:       ****        ****                      ****       ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     506  583     0     0  483   219     0    0     0   361    1    80
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  506  583     0     0  483   219     0    0     0   361    1    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   506  583     0     0  483   219     0    0     0   361    1    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  506  583     0     0  483   219     0    0     0   361    1    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     506  583     0     0  483   219     0    0     0   361    1    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  506  583     0     0  483   219     0    0     0   361    1    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.38  0.62  0.00 0.00  0.00  1.00 0.64  0.36
Final Sat.:  3127 1720     0     0 2367  1073     0    0     0  1720 1097   623
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.20  0.20  0.00 0.00  0.00  0.21 0.00  0.13
Crit Volume:  253                        351          0         361
Crit Moves:  ****                       ****                   ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.882
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  702   454   302  572     0   447   94   637     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  702   454   302  572     0   447   94   637     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  702   454   302  572     0   447   94   637     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   454   302  572     0   447   94   637     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   454   302  572     0   447   94   637     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  702   454   302  572     0   447   94   637     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.21  0.79  1.00 2.00  0.00  0.83 0.17  1.00  0.00 0.00  0.00
Final Sat.:     0 2089  1351  1720 3440     0  1421  299  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.17  0.00  0.31 0.31  0.37  0.00 0.00  0.00
Crit Volume:             578   302                        637          0
Crit Moves:             ****  ****                       ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.492
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21  794    29   213  810   187   192   13    11    16   12   133
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21  794    29   213  810   187   192   13    11    16   12   133
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21  794    29   213  810   187   192   13    11    16   12   133
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  794    29   213  810   187   192   13    11    16   12   133
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   133
RTOR Vol:      21  794    29   213  810   187   192   13     0    16   12     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21  794    29   213  810   187   192   13     0    16   12     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.93  0.07  1.00 1.62  0.38  0.94 0.06  1.00  0.57 0.43  1.00
Final Sat.:  1720 3319   121  1720 2795   645  1611  109  1720   983  737  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.24  0.12 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:       412         213                   205          16
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 15-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.300
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  516    68   148  568    14    42    4     6    31    8    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17  516    68   148  568    14    42    4     6    31    8    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17  516    68   148  568    14    42    4     6    31    8    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  516    68   148  568    14    42    4     6    31    8    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      17  516    68   148  568    14    42    4     6    31    8     0
PCE Adj:     2.00 1.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   34  516    68   296  568    14    42    4     6    31    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.06 1.72  0.22  0.51 1.46  0.03  0.81 0.08  0.11  0.79 0.21  1.00
Final Sat.:   105 3099   396   915 2627    57  1454  138   208  1431  369  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.17  0.17  0.16 0.22  0.24  0.03 0.03  0.03  0.02 0.02  0.00
Crit Volume:             309   148                          52    31
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.475
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                         Mann Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244  932     0     0  883    66    36    0   100     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  244  932     0     0  883    66    36    0   100     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   244  932     0     0  883    66    36    0   100     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  244  932     0     0  883    66    36    0   100     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     244  932     0     0  883    66    36    0   100     0    0     0
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  976  932     0     0  883    66    36    0   100     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 1.86  0.14  0.26 0.00  0.74  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3350   250   476    0  1324     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.52  0.00  0.00 0.26  0.26  0.08 0.00  0.08  0.00 0.00  0.00
Crit Volume:  244                   475                    136          0
Crit Moves:  ****                  ****                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.700
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     630  924   270    33  959    94   178   50   685   101   30    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  630  924   270    33  959    94   178   50   685   101   30    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   630  924   270    33  959    94   178   50   685   101   30    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  924   270    33  959    94   178   50   685   101   30    10
RTOR Reduct:    0    0     0     0    0    94     0    0   347     0    0    10
RTOR Vol:     630  924   270    33  959     0   178   50   339   101   30     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  630  924   270    33  959     0   178   50   339   101   30     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.55  0.45  1.00 2.00  1.00  0.78 0.22  2.00  1.00 1.00  1.00
Final Sat.:  3000 2554   746  1650 3300  1650  1288  362  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.36  0.36  0.02 0.29  0.00  0.14 0.14  0.11  0.06 0.02  0.00
Crit Volume:  315                   480              228          101
Crit Moves:  ****                  ****             ****         ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.724
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     349 1438     0     0 1141   538     0    0     0   546    9   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  349 1438     0     0 1141   538     0    0     0   546    9   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   349 1438     0     0 1141   538     0    0     0   546    9   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  349 1438     0     0 1141   538     0    0     0   546    9   326
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     349 1438     0     0 1141   538     0    0     0   546    9   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  349 1438     0     0 1141   538     0    0     0   546    9   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3076   56  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.42  0.00  0.00 0.33  0.31  0.00 0.00  0.00  0.18 0.16  0.19
Crit Volume:  349                   571                 0                    326
Crit Moves:  ****                  ****                                     ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 19-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.748
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1356  1070     0 1292   549   571  258   247     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1356  1070     0 1292   549   571  258   247     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1356  1070     0 1292   549   571  258   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1356  1070     0 1292   549   571  258   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1356  1070     0 1292   549   571  258   247     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1356  1070     0 1292   549   571  258   247     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.68  1.32  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 3018  2165     0 3600  1800  2254 1120  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.45  0.49  0.00 0.36  0.31  0.25 0.23  0.14  0.00 0.00  0.00
Crit Volume:             809     0              414                      0
Crit Moves:             ****  ****             ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.862
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       166                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     363  969    62   237  727   644  1350  154   504    58   94    95
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  363  969    62   237  727   644  1350  154   504    58   94    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   363  969    62   237  727   644  1350  154   504    58   94    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  363  969    62   237  727   644  1350  154   504    58   94    95
RTOR Reduct:    0    0     0     0    0   518     0    0   200     0    0    95
RTOR Vol:     363  969    62   237  727   127  1350  154   304    58   94     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  363  969    62   237  727   127  1350  154   304    58   94     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.88  0.12  1.00 2.00  2.00  2.69 0.31  1.00  1.00 1.00  1.00
Final Sat.:  3000 3102   198  1650 3300  3000  3866  507  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.14 0.22  0.04  0.35 0.30  0.18  0.04 0.06  0.00
Crit Volume:       516         237              501                    94
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 21-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.546
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
*******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0    12     0    0     0     0 1575    11    16 1822     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0    12     0    0     0     0 1575    11    16 1822     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0    12     0    0     0     0 1575    11    16 1822     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1575    11    16 1822     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1575    11    16 1822     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16    0    12     0    0     0     0 1575    11    16 1822     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.99  0.01  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3416    24  1720 3440     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.46  0.46  0.01 0.53  0.00
Crit Volume:              28          0           0                   911
Crit Moves:              ****                    ****                  ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 22-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.611
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  B
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    2    43    18    0    21    14 1441    22    38 1762    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22    2    43    18    0    21    14 1441    22    38 1762    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22    2    43    18    0    21    14 1441    22    38 1762    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22    2    43    18    0    21    14 1441    22    38 1762    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      22    2    43    18    0    21    14 1441    22   228 1762    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22    2    43    18    0    21    84 1441    22   228 1762    12
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.33 0.03  0.64  0.46 0.00  0.54  0.02 1.95  0.03  0.05 1.94  0.01
Final Sat.:   591   54  1155   831    0   969    36 3513    51    84 3494    22
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.02 0.00  0.02  0.39 0.41  0.43  0.45 0.50  0.56
Crit Volume:        67          18                14                        1001
Crit Moves:       ****        ****              ****                        ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 23-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.580
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:             John St                          San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1977     3     0 2043     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    23     0    0     0     0 1977     3     0 2043     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    23     0    0     0     0 1977     3     0 2043     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1977     3     0 2043     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1977     3     0 2043     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0    23     0    0     0     0 1977     3     0 2043     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3595     5     0 3600     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.55  0.55  0.00 0.57  0.00
Crit Volume:              23     0                 0                    1022
Crit Moves:              ****                  ****                    ****
*******************************************************************************

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#	Intersection	Time Period	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio
			2030 Baseline		Proposed General Plan Update		Update without Narrowing	
1	Del Monte Drive at San Pablo Avenue	AM	B	0.610	A	0.570	B	0.620
		PM	A	0.550	A	0.460	A	0.550
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.560	A	0.510	A	0.560
		PM	A	0.440	A	0.370	A	0.440
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.510	A	0.470	A	0.520
		PM	A	0.500	A	0.430	A	0.510
4	Appian Way at San Pablo Avenue	AM	D	0.850	B	0.630	**E**	**0.900**
		PM	**F**	**1.060**	C	0.740	**F**	**1.110**
5	Tennent Avenue at San Pablo Avenue	AM	C	0.780	**E**	**0.980**	D	0.810
		PM	B	0.680	D	0.830	B	0.680
6	Pinole Valley Road at San Pablo Avenue	AM	C	0.780	**E**	**0.950**	D	0.850
		PM	D	0.830	**F**	**1.060**	D	0.850
7	Pinole Valley Road at Tennent Avenue	AM	B	0.610	B	0.670	B	0.670
		PM	A	0.380	A	0.450	A	0.380
8	Pinole Valley Road at Henry Avenue	AM	A	0.540	B	0.610	A	0.570
		PM	A	0.530	C	0.700	A	0.560
9	Pinole Valley Road at I-80 westbound ramps	AM	B	0.660	B	0.680	B	0.680
		PM	A	0.560	B	0.640	A	0.580
10	Pinole Valley Road at I-80 eastbound ramps	AM	C	0.700	B	0.700	C	0.710
		PM	**D**	**0.900**	**E**	**0.930**	D	0.880
11	Pinole Valley Road at Estates Avenue	AM	A	0.490	A	0.480	A	0.490
		PM	A	0.470	A	0.460	A	0.490
12	Pinole Valley Road at Ramona Street	AM	A	0.320	A	0.330	A	0.340
		PM	A	0.280	A	0.300	A	0.300
13	Appian Way at Mann Drive	AM	A	0.540	A	0.530	A	0.550
		PM	A	0.460	A	0.400	A	0.470
14	Appian Way at Tara Hills Drive-Canyon Drive	AM	**E**	**0.910**	D	0.880	**E**	**0.950**
		PM	B	0.680	C	0.710	C	0.700
15	Appian Way at I-80 westbound ramps	AM	**D**	**0.900**	D	0.870	**E**	**0.940**
		PM	C	0.710	C	0.720	C	0.720
16	Appian Way at I-80 eastbound ramps	AM	B	0.650	A	0.560	B	0.680
		PM	C	0.760	C	0.740	C	0.750
17	Appian Way at Fitzgerald Drive-Sara Drive	AM	B	0.700	C	0.760	C	0.730
		PM	D	0.820	D	0.870	D	0.860
18	Oak Ridge Lane at San Pablo Avenue	AM	A	0.570	D	0.810	A	0.570
		PM	A	0.530	B	0.670	A	0.550
19	Fernandez Avenue at San Pablo Avenue	AM	B	0.600	C	0.780	A	0.600
		PM	A	0.590	B	0.600	B	0.610
20	John Street at San Pablo Avenue	AM	B	0.690	**E**	**0.910**	C	0.700
		PM	A	0.580	C	0.740	A	0.580